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ANTIQUE**

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STANDING DEFIANT

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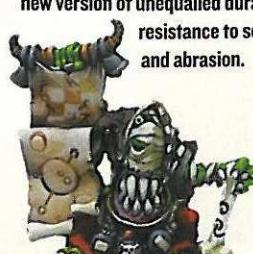
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Full size reference on the Canadian Leopard C2 tank



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Diary Dates...

August 18th

'PRESENT ARMS' 2007
MAFVA Essex Branch is staging 'Present Arms' 2007 at The Sports Hall of Marshalls Park School, Pettits Lane, Romford, Essex, RM1 4EH, UK. Military modelling, Wargaming, Figures and appearances by actual military vehicles (weather permitting). Admission: Adults £2.50, Concessions £1.50. Doors open from 10am-5pm. Contact Bob Sinfield: mafva_essex@yahoo.co.uk www.mafvaessex.co.uk

September 9th

Aero Space & Vehicle Club Wombourne Scale Model Show and Competition will also feature junior make and take. 10am to 4pm at the community centre, Wombourne just off A449. For more info please send an SAE to: Mr G. Taylor, 11 Holberg Grove, Wolverhampton, WV11 3LE

September 15th

IPMS London Ontario presents the London Scale Model Show 2007 at the Carling Heights Optimist Community Centre, 650 Elizabeth Street, London, Ontario, Canada.

The theme for this year is 'the '70s show' and will feature over 60 categories, plus special awards and the '70s theme awards. General viewing and vendor sales from 10am until 4pm. Visit <http://londonscalemodelshow.ca> for complete information Contact: Paul Bird paulbird_7@sympatico.ca, or Scott Taylor scott4944@rogers.com for more details.

September 16th

Sutton Coldfield Model Makers Society will be holding their annual show at the Sutton Coldfield Town Hall. Competition classes for both Senior and Junior's. Admission is £3, Senior Citizens and children £2. Paul Grimley 01543 481428

September 23rd

IPMS Farnborough present 'Modelfest 2007'. Kings International College, Watchetts Drive, Camberley GU15 3PQ, approximately 2 miles from junction 4 M3. Contact: Pete Readman at preadman@btconnect.com www.ipms-farnborough.co.uk



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LUCKY STRYKER

This amazing picture has just come to light of a US Army Stryker that was hit by a 500 pound roadside bomb in northern Iraq. The Stryker was hit on the right side while travelling down the road at about 40mph. The bomb was in a car parked by the side of the road, and went off as the Stryker drove by. The Stryker flipped over one and a half times and skidded about 30 feet. This bomb was so powerful that it knocked out lights in the rooms of soldiers at a base 2,400 metres away.

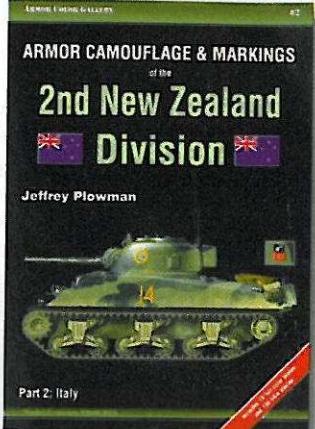
There were four soldiers in the Stryker, and none were hurt (aside from a ringing in the ears...). When the Stryker was flipped back upright, it was still able to move under its own power. A real testament to how important it is that crew survivability is built into the latest AFVs.

SPRAY DAYS

The Airbrush Company has just announced three new courses following the positive response from their initial course held earlier this year.

The courses will be tutored by renowned modellers Rob Henden and Jay Laverty. The three new courses will be on advanced airbrush techniques for modellers and weathering techniques with Jay Laverty, and airbrushing figurines with multi-award winner Rob Henden.

For more information on timings, availability and prices please go to www.airbrushes.com



KIWI'S IN THE MED

Armour Camouflage & Markings of the 2nd New Zealand Division / Pt.2 Italy by J. Plowman ISBN 978-83-60672-0

Too late to squeeze into the book review section, we have just received information on this new 56 page book on the Armour, Camouflage & Markings of the 2nd New Zealand Division, featuring 136 b&w photos, 19 full colour plates as well as full English text. Photos include Staghounds, M3A1 Scout Cars, Universal Carriers, Dingo, Daimler, Humber and Lynx Scout Cars, M10s, Stuarts and Shermans. If the other titles I have seen in this range are anything to go by, this will be a real winner. www.modelbooks.republika.pl



PASTURES NEW FOR BIG DAVY

We would like to offer our best wishes to our good friend David Farrell of Accurate Armour, who has decided it is time for a change. For 19 years he has been the person who has answered all AA's phone calls, dispatched all the orders and answered all questions at Euromilitaire, Trucks and Tracks and the IPMS Nationals. 'Big Davy', from all at Accurate Armour and MMI, we wish you all the very best for the future!

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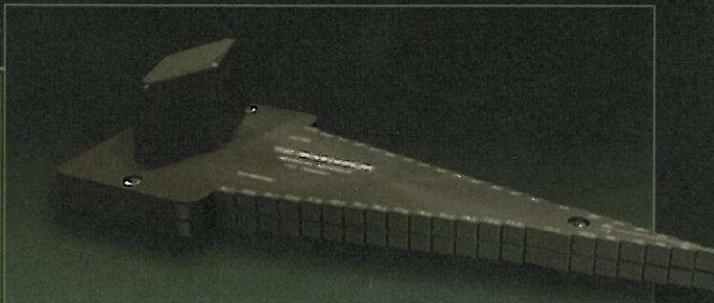
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MINT IMPERIAL

Now Fine Molds have a new importer, Andrew Willis gives his verdict on one of these once elusive kits.

Fine Molds have for some years now produced 1:35 scale models of Japanese tanks. They have been difficult to find in the UK in the past but this has now changed with a new importer. This will hopefully mean reduced prices and wider availability.

Fine Molds are the only current producer of Japanese tanks in plastic. Tamiya produced a handful of models in the late '70s and early '80s but have been very quiet on this and all other fronts in 1:35. I have to admit to

having very little in the way of references for Japanese armour and so will restrict my comments to the kit itself. When I opened the box my initial impression was one of going back in time. There was no etched brass, no separate track links, no colour painting guide, no turned barrel or metal cables. What is in the box are four small sprues of flash free parts, upper and lower hulls, glueable vinyl tracks, a sprue of clear plastic periscope parts (a Fine Molds speciality) a sheet of plastic mesh and a small decal sheet.

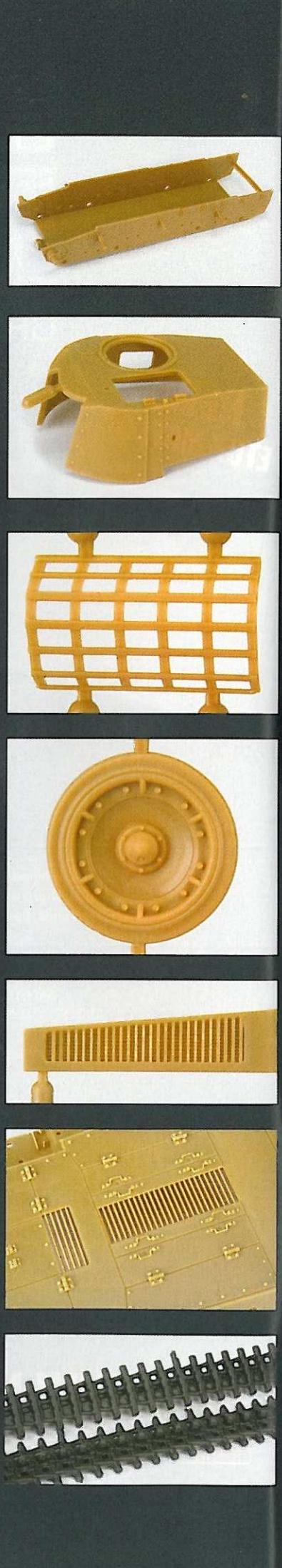
There was one bit of modernity in the form of two live rounds and two spent ammo cases in brass, but I am not sure if these are standard or limited issue.

I have assembled all of the major parts and found they were a very good fit bar a small gap around the mounting for the main gun. The parts are attached to the sprues by nice thin tabs, this was a relief as some models I have tried recently have had very thick tabs making it very difficult

to cut the parts from the sprues. There were plenty of mould lines to remove and some minor mould slippage but nothing beyond the average modeller. I did encounter several problems in trying to identify part numbers, a lot of the actual numbers are on the main body of the sprues and many have not come out properly. In step 2 of the instructions parts A33 and A34 are switched and then in step 3 part B10 is actually C10. The instructions have very little in the way of English text so will need to be followed carefully.

So in summary, this is a very 'Fine' model and will result in something just a bit different on your shelves amongst all those Olive Drab or Panzer Grey vehicles. ■

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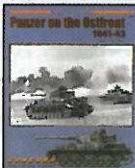
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FIRST OF THE INFAMOUS

Andrew Dextras builds Dragon's initial Tiger I. It's good, but will it please the perfectionists?



What can be said about the infamous Tiger I that hasn't already been said in print thousands of times? This brutal, square-shaped monstrosity was the scourge of the battlefield on both Eastern and Western fronts and is probably the most famous tank in history. Quite an achievement for a mere 1300 or so produced. Armed with the L/56 calibre version of the infamous 88mm tank gun and heavily armoured, the Tiger's reputation grew to legendary proportions amongst its opposition - impossible to knock out and able to 'light up your Ronson' from well over a kilometre away. Looking back on things objectively and with more information at hand, we now know that the Tiger was not indestructible and had its

weaknesses (mainly its weight and mechanical fragility), but at its battlefield debut in 1942 (and certainly well into late 1944) this beast was at the top of the food chain as far as tanks go. As a modelling subject, certainly no other vehicle has drawn such a 'fan base' and a quick trip to your local modelling competition will always reveal a bevy of Tigers on the table waiting to be judged. There is no doubt that the superior ballistics and sleeker appearance of the Panther and Tiger II give a more modern look, but there's a certain aura to this slab sided abomination that makes it irresistible as a modelling subject.

THE MODEL

Opening the big box, and I mean BIG box reveals a ton of

sprues, some 'Magic Tracks', an assortment of metal detailing parts and photo-etch and some DS styrene moulded accessories. Just as Tamiya's Tiger I Late Production pushed the hobby onto a new level in 1990, DML has done the same with this model.

Features include workable torsion bar suspension, accurate lower hull details, a correct asymmetrical turret, excellent details on the commander's cupola and periscopes, nicely done photo-etch fenders and clamps, optional parts to build specific Initial Production vehicles, and the list goes on. Overall, this is a great kit with perfect moulding (the tyres have the Continental logo on them, albeit slightly modified - probably for copyright reasons), plenty of extras in the box negating the need

for aftermarket parts and even a turned aluminium gun barrel. All this for \$40 CDN is incredible value for the money.

CONSTRUCTION

I began as usual with the suspension, which, in this case, is a bit more involved than on previous Tiger I, kits due to the workable torsion bar suspension. The first time I had encountered this set-up was with the fabulous little Tasca Luchs kit. Obviously the Tiger I parts are considerably beefier than its little cousins, but nonetheless very well done indeed and great for diorama enthusiasts. Because of the interleaved and overlapping design of the Tiger I's suspension, you'll be spending plenty of time cleaning up the road wheels but luckily the mould seams



are minimal. The drive sprocket and idler wheels are excellent. DML was kind enough to provide all the correct detailing under the sponsons and lower hull, including the track pin "kicker" which would push back any errant track pins once the tracks came around the idler wheel. Since I was modelling my Tiger based on a photo of 502's 'Initials' immediately before they were loaded onto a train to the front, I needed to use transport tracks. Therefore, I left off the outer road wheels and replaced the hubs with Mr. Blackwell's "Mine's got a V8 Mate" resin replacements. These are unfortunately out of production, as were the tracks from the same manufacturer, which are of a spectacular snap together, workable type.

Once the suspension was

together, I began assembling the radiator units. Again DML has made aftermarket products redundant by providing these in the kit. BTW Mr Resin Parts Maker, that's your banker calling and he's wondering why you're late on your business loan payments!

REAR PLATE

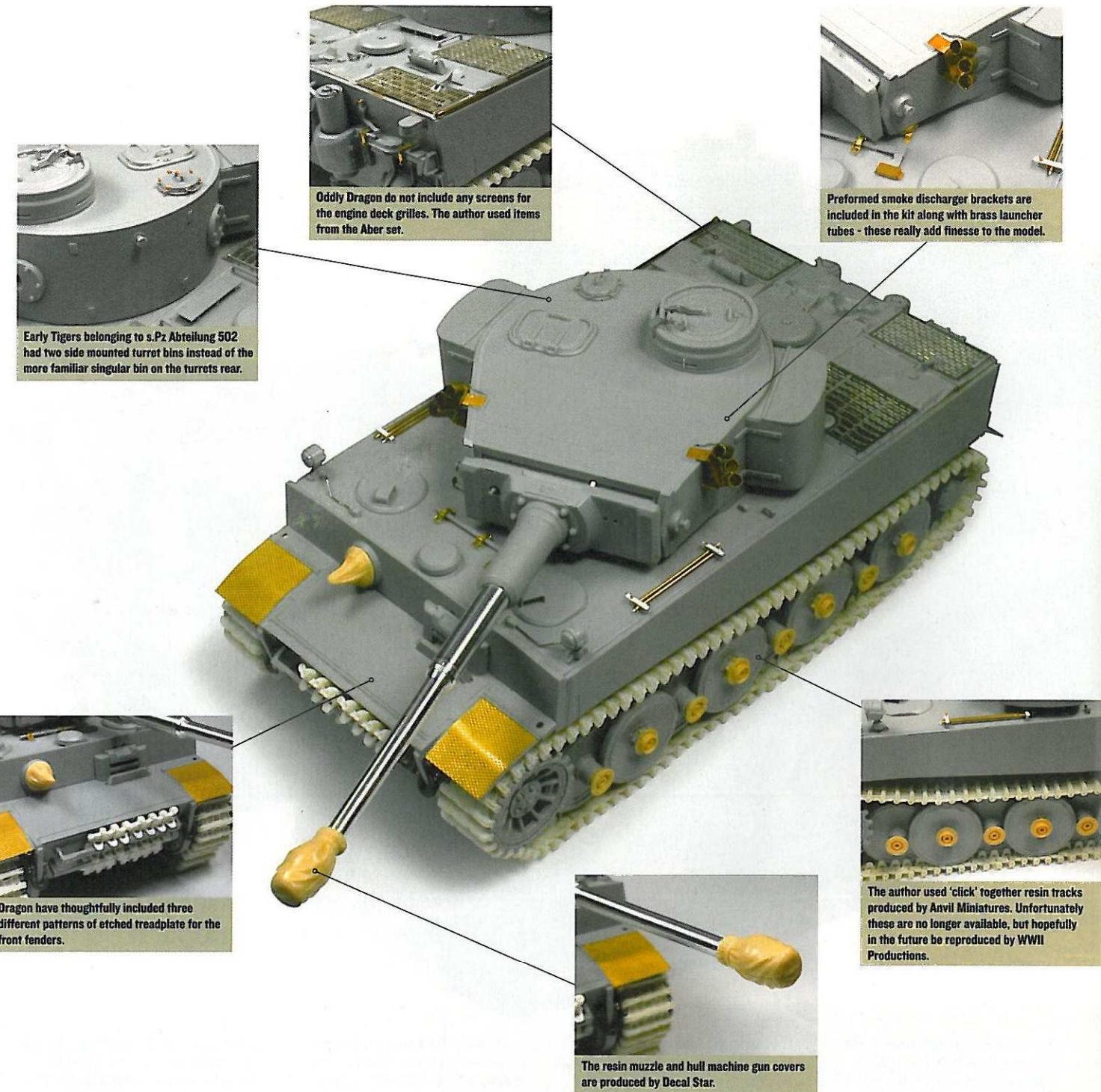
The hull rear was up next. All appropriate details for an Initial Tiger I were present. The rear end is a bit simplified as far as stowage, tools and lack of exhaust shields go when compared to later versions. This makes the build much faster. DML provides the rear fenders as both plastic and photo etched parts, which is a nice touch. I used the plastic ones as I wasn't planning on going too crazy on detailing the model and these were

excellent. The towing lugs were provided in plastic as well as cast metal, with 2 different patterns of the latter. A really great touch concerns the heavy cast exhaust guards, DML provides the lifting lugs as separate parts, and these have been notably absent on every other Tiger kit over the years. Excellent Smithers, it's all falling into place. I added some casting numbers to the exhaust guards and the rear plate was glued to the hull.

The upper hull was next. Now, some modellers have complained that the fit leaves some gaps and the flat upper hull plate is slightly warped. I did not experience any fit problems in this area. The driver's plate then slots perfectly into place, along with the horizontal plate below this. The driver's armoured vision block is in multiple

parts and can be positioned opened or closed. Detail in this area is superb. The front fenders are left without any moulded on detail so the modeller can choose between the 3 different photo etched tread patterns included in the kit. Additionally, DML provides the tiny front fender retaining mounts, another first for a Tiger I kit. They are provided in photo-etch and plastic - this should quieten the people who continually complain on the Internet about every possible nitpick, imagined or real.

Moving to the upper hull, DML thoughtfully provides the gun cleaning rod mounts moulded into the upper hull. I chose to add scratch built rods and styrene strip for the retaining plates, then topped them off with Modelkasten wing nuts. DML also provides



"Opening the big box, and I mean BIG box, reveals a ton of sprues"

◀ the tools both with moulded on clamps and an extra set without any clamps on them. Yes, that is the sound of silence reverberating throughout the Internet as assorted compulsive complainers are finally left speechless. DML provides photo-etched clamps but I preferred to use Aber's clamps since I have been subjecting myself to their 3 piece workable madness for years, so I stuck with what I am familiar with. I added some casting numbers to the rear of the

engine deck as well as Aber photo etched screens. At the front, the dual headlights have beautifully moulded electrical connector guards and the electrical wire itself is preformed and included in the kit. At this point I began to wonder if I should have just sent the kit back to DML and have them build it for me, I've never seen such time saving details included in the box.

TURRET

Again, it is asymmetrical in

design, just like the real thing and significantly more detailed than either the Tamiya or Italeri offering. Fit is excellent as is the weld detail on the top plate. The commander's cupola is spectacular, including drain holes moulded in place, what a time saver! The loader's hatch is also well detailed as is the turret ventilator that gives you options for displaying it. In keeping with the transport mode I wished to depict, I used the ventilator cover and topped it off with Modellkasten wing nuts. Since I was modelling the 502 vehicle, I needed to use the dual turret bins. After seeing and modelling so

many Tiger Is with the usual turret bin configuration, it's unusual to see one with 2 bins hanging off the sides and the rear bare with just a lifting lug sitting there all by itself. The crowning piece of detail on the turret is the preformed smoke discharger mounts...stunning! The smoke launchers themselves are brass and included in the kit. All that's needed is to wire them up and you're done.

PAINTING AND WEATHERING

Since there was a variety of materials used to build the model (grey plastic, white plastic card and rod, photo etched brass, resin parts ▶



The areas which were to receive decals were first coated in Tamiya X-22 Clear. The decals were applied with the help of Microset solutions before receiving a final coat of Gunze Matt Clear H20.



Another first for this kit of the Tiger I is the inclusion of separate lifting lugs for the armoured exhaust covers. Tiny details such as this have been absent on every other model of the Tiger up until now.



The subtle weathering techniques using washes of pastel powders has really helped bring out the superb detailing and textures incorporated in the finely moulded parts



The Aber etched engine deck screens help enhance this already excellent model. The Aber screens even exhibit the correct weave of the mesh unlike some sets available.



The final weathering process was to apply streaking, and this time pastels were drawn down over the surfaces using a 000 brush.



A thick mix of pastel chalk and white spirit mix was applied to the running gear to simulate a build-up of dried mud.



etc.) I primed the model with a coat of Tamiya XF-1 Flat Black to blend the elements together and also to give a bit of a pre-shade effect for the next coats. I then mixed up some Tamiya XF-63 German Grey lightened with XF-2 Flat White to taste and sprayed my basecoat. I then post faded the model by spraying a lightened version of this mix in an irregular pattern to simulate a slightly sun bleached finish. I then painted all the tools and machine guns using brown and gunmetal Tamiya acrylics. Once this was dry, I used Tamiya X-22 Clear to gloss coat the areas needing decals. Decals were

applied using Microset solution and I then dull coated the entire model using Gunze H20 Matt Clear. The tracks were painted XF-1, as a prelude to the weathering stage. I then proceeded to post shade the model, a weathering technique used by expert Australian modeller James Blackwell, aka "Jimbaloo". It's a simple technique in principle but will take some serious practice to master, especially to perfect it as James has. Mix up a heavily thinned solution of 90% Tamiya thinners with some XF-10 Flat Brown adding XF-1 Flat Black until the mix is a really dark brown colour. Then using your airbrush

(I use an Iwata Custom Micron B) spray this mix into the recesses and anywhere you would want to create a shadow effect or where dirt would normally collect on the real thing. I use this technique to replace the common white spirit/oil paint wash many modellers use. The effect however, is very subtle and less risky than washes, which can leave tidemarks etc.

KEEPING IT SUBTLE

Because this particular Tiger had not seen any combat and was only being used for training up until this point, I decided to keep the paint chips to a minimum. I used an HB pencil for this. Once the chips were done, it was time to add the final weathering effects. The tracks were coated in white spirit and then pastel powder in various rusty brown shades was dusted onto them. The hull and turret also received a similar treatment (albeit with a lighter dust colour), taking into account that the running gear would receive a much heavier coat to resemble mud as opposed to accumulated dust on the upper surfaces.

Once this was dry, I applied dry dust streaks using the pastel powder and a 000 paintbrush on the hull and turret. The tracks then received carbon powder on the surfaces in contact with the ground. I used black pastels on the rubber road wheels. I used some dark brown and black oil paint on the engine deck near the fuel filler caps to add some staining and visual interest.



Tech Tip!

The author used an Iwata Custom Micron B to paint his Tiger I. A good quality airbrush may seem an expensive outlay to start with, but the results that can be achieved will be worth every penny.

Modelspec

1:35 DML Tiger I Initial Production Kit No. 6252

Materials

Injection moulded grey coloured styrene, turned aluminium gun barrel, brass accessories, waterslide decals.

Paints used

Tamiya Acrylics XF-1 Flat Black, XF-2 Flat White, XF-63 German Grey, X-22 Clear, X-10 Gun Metal.

Accessories used

James Blackwell's OOP transport track and hub set, Aber German clasps and clamps set 35A20.

References Used:

Tigers in Combat I - JJ Fedorowicz Publishing
Tiger I on the Eastern Front - Histoire et Collections
Initial Tiger I - Frontline Publications

Excellent fit, crisp detailing, tons in the box, almost no need for aftermarket.

No engine screens?

Available from

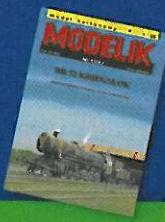
All good model shops.

Rating 

CONCLUSION

What more can I say about this kit? The detail is exceptional, fit and moulding quality is fantastic, the box is jam packed with goodies that render aftermarket accessories redundant and the price is rock bottom considering all of the above. Although the variant only allows a limited number of subjects, the colour plates in the Frontline book show a number of nice whitewashed Tigers with different turret bins as well as the standard dark grey types. DML has released the late version of the Tiger and a few limited edition Early and Afrika models, but certainly this Initial Tiger I kit bodes well for the inevitable full release Afrika, Early and Mid production variants. Highly recommended. ■

MODUNI is MODELLING!



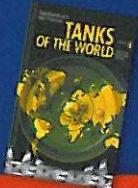
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RETIRED SWIMMER

Keith Goldsworthy checks out Resicast's latest Sherman release, the Ex Duplex Drive.

This kit is one of the latest Sherman variants to be produced by Resicast although it has been on the market for sometime now. The model depicts a 75mm gun tank based upon the cast 'Big Hatch' M4A1 hull. This hull was the last type of cast hull to be manufactured and incorporates in the casting the thickened armour sections over the ammo stowage areas. By incorporating this additional feature in the revised casting, the addition of applique armour was unnecessary. There are several other differences to the hull when compared with the earlier M4A1 hulls which Resicast have portrayed very well indeed. These include a slightly sloping rear hull as compared to the more vertical rear hull on earlier castings and the rather obvious big hatches over the driver and bow-gunner compartments. This particular hull pattern was not common on combat tanks. Some were used to produce American D-Day duplex drive (DD) tanks. Some 75mm gun tanks using this pattern were converted to speciality tanks such as minrollers. The kit (as its title suggests) depicts one of these DD tanks. Although this is not readily apparent, it becomes so when the idler wheels are attached. It was common practice to strip all evidence of the DD nature of the tank in order to preserve an element of secrecy and to rid the vehicle of cumbersome items such as the canvas screen (which could quite easily catch fire).

The kit itself is provided in the trademark Resicast cardboard box with parts separated into plastic zip bags and wrapped in bubble wrap. The sample provided

showed no signs of casting defects such as air bubbles although the sponson floors were slightly warped but nothing that would not be corrected once attached to the upper hull. The lower hull has detail on its underside with matching detail on the floor of the inner hull. This detail is ready to accept the interior set provided as a separate Resicast kit (35.161). The running gear has been described in previous review articles and allows some degree of articulation if required whilst at the same time, simplifying construction when compared with other manufacturers. This does not result in a compromise to detail that the accompanying photos will demonstrate. Track is of the link and length type requiring the use of a hairdryer to coax the track around the sprockets and idlers.

The upper hull is exquisitely cast with enough texture to be convincing, just requiring a careful paint job so as not to flood this fine detail. The hull engine access doors are provided as separate pieces allowing the addition of a suitable engine (not provided). The modeller is provided with the option of fitting a rear engine panel with the DD fittings for the DD-specific idler wheels or the more 'standard' engine panel that allows the fitting of the standard idlers.



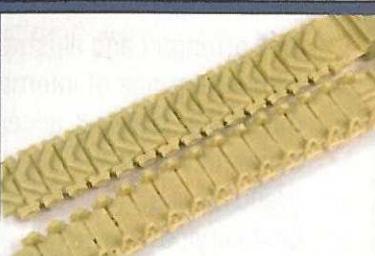
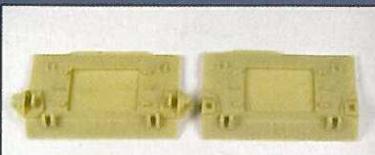
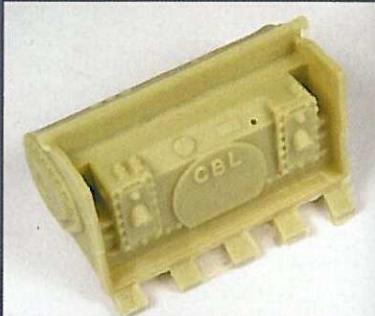
There is some excess resin along the bottom side of the hull that requires careful removal. This will not pose too much of a problem although the presence of five casting plugs on the rear hull will require even more care when removing.

The 75mm gun turret is of the same quality as the upper hull with a very fine casting texture. Foundry casting numbers are included for the purists among you. The inside of the turret comes complete with some cast-in details such as padding and conduit. With the addition of the supplied turret ring and the separate interior detail kit, the turret would make a fine model indeed. The kit provides the breech mechanism and breech guards. A radio is also provided to fix to the rear of the turret.

Items such as engine deck mesh, periscope guards and headlamp guards are provided in etched brass although my sample was devoid of these items.

Resicast have also included the parts to form a Douglas hedgerow cutter.

All in all, this is another fine example of Resicast's manufacturing capabilities and is yet another welcome addition to the Sherman range. ■



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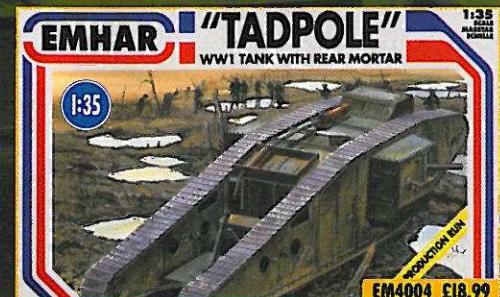
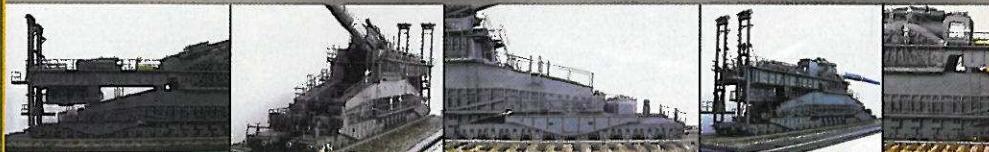
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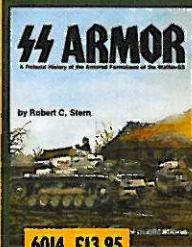


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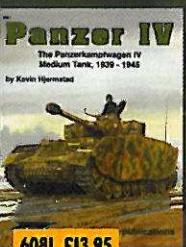


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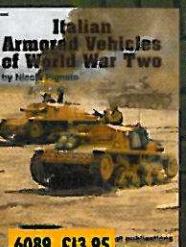
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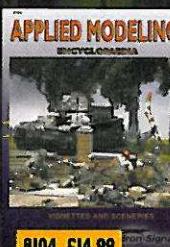
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BRUSHING UP

Andy Taylor books himself on one of the Airbrush Company's one-day airbrushing courses and gives us his verdict...

As one of the many who have returned to this increasingly vibrant hobby after many years, I am, I admit, rather envious of the stunning pieces currently being turned out. Clearly their creators have put in many hours, years even, mastering the techniques, tools and materials that combine to produce a wonderful miniature in whatever the scale of their choice.

Now, I don't think my construction abilities have declined in any way. If anything, hopefully the opposite and I'm the first to confess to rather like playing with all those shiny brass bits. For me, the more complicated the build the better. But when it comes to painting and finishing I've a lot to catch up on.

I was therefore extremely happy to learn that, having searched around for a training course on how to get to grips with that now all important modellers' tool - the precision airbrush, the very type of course I'd been looking for is now being offered by The Airbrush Company, based in Lancing on the south coast just along from Brighton.

I therefore suggested to Spud that it might be an idea to offer a brief reportage on the course. After all, I needed to brush up on what the course had on offer

(manufacturers, types - single and double action, air sources and paint types) along with the opportunity to get back to basics and pick up a few tips and insights on how to get the best from what is, let's face it, an investment in one of the most expensive pieces of model making equipment.

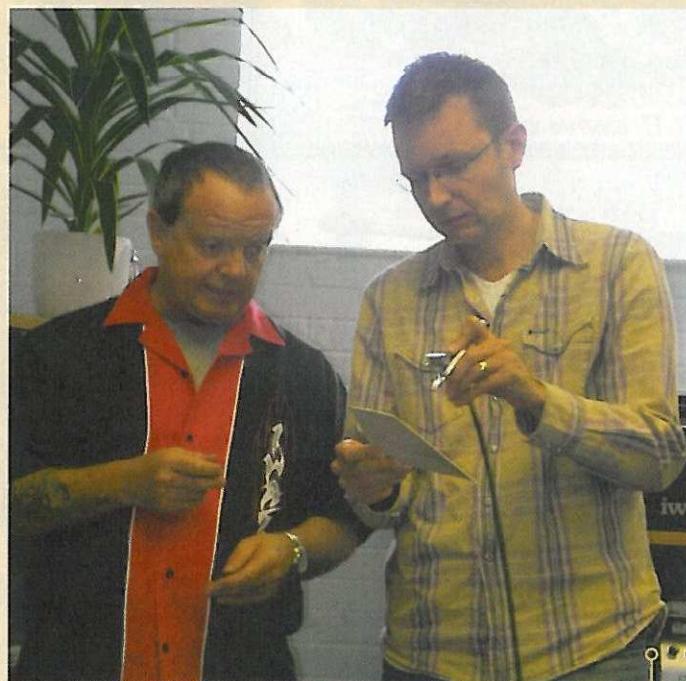
So, having booked myself onto the course, I promptly received an excellent pack by return confirming the course details, content and how to get there plus a list of local hotels and B&B's. I set off one Saturday to 'Airbrush HQ' fully equipped with my 'learning head' on.

My day started with my arrival at Lancing station, which allowed me the opportunity of a bracing walk along the shoreline before I finally headed to the business park where The Airbrush Company has its warehouse, offices and training rooms. I was cordially welcomed by Alex, who was to be our company host for the day and ushered through the array of racking and packing that clearly showed what a comprehensive selection of goodies were available to customers. However, priorities being what they are, I first had to confirm if I'd pre-ordered sandwiches and refreshments using the order form Alex thoughtfully sent in advance and

which offered a wide selection of choice fillings. Those attending future courses would be well advised to use this pre-order or bring their own refreshments for lunch as, despite Lancing being a small place, the business park does not allow for nipping next door to

buy a snack, and more importantly, there's a lot to get through during the day.

Having met my fellow modellers who had travelled from far and wide (Lincoln, Winchester, Hastings, and the Isle of Wight via the Midlands to name four)



Andy Taylor gets some one to one tuition from Robin on the finer points of an Iwata airbrush.



Not only do the Airbrush Company offer a range of courses, but also import and distribute the excellent Iwata airbrush range and Lifecolor modelling paints.

we were all introduced to Robin Carpenter who would be our course leader for the day. For those of you who do not know Robin, following a career professionally painting aircraft for a living, he has turned his passion for model making into a sound business and now runs Cammett Ltd, supplying a whole range of equipment, paint and finishing products to the model market, a couple of which were to truly surprise me when I got to see them in action as the day progressed.

HEALTH AND SAFETY

The first thing flagged up to us was the health and safety aspects that you should (I'd say must) consider when using an airbrush. Like many others, I get carried away into that happy Zen-like space when concentrating hard on the modelling task in-hand; often to the extent that my thoughts do not extend to being fully aware, or even bothering about the potential health effects of working with sprays, mists and chemical fumes.

Each attendee was supplied with a brand new facemask and the training room has a large extractor fan to remove the atomised paint and fumes that are

part and parcel of working with airbrushing equipment. The mask would especially prove its worth later in the day when working with enamels.

We then discussed the basics of airbrushing, how the equipment works (both single and double action), sources of air (compressors, bottles, cans) and were introduced to a range of equipment on the market, with Robin explaining how he came to favour the Iwata range and what was available. A demonstration of how both to strip an Iwata down to its component parts and re-assemble showed just how quickly and easily they can be broken down for cleaning. This I found a most useful start, as from my early days with a very basic airbrush, the thought of having to strip and clean it several times to pristine standards was one of the major factors that put me off using one for a long time. A quick trot through cleaning products we would use, including liquid reamer, and we were off.

PRACTICE

Time for the first bit of practice then, and we started by spraying food colouring. That's right

- food colouring! It has the right consistency, is a cheap practice medium to play with and you won't clog the brush, which removes any worry about getting used to the cleaning routine required. Left to my devices, but with Robin maintaining a watchful eye, I played with two or three types of brush from the Iwata range and found that the 'trigger type' of control as found on the Revolution TR2 suited my handling style best as opposed to those brushes where the normal control sits on the top requiring a simultaneous backwards and downwards movement to control the air/paint mix. If you haven't tried this type yet, I'd suggest you seriously try and give yourself the opportunity somehow. Naturally enough, this initial practice session led up to the point of the dreaded cleaning.

Whilst I've never thought of simply sticking nearly the whole brush into a large pot of water and blowing air through it to start the cleaning cycle, once explained and demonstrated, I quickly realised this key factor. One of the major benefits of undertaking an introductory course like this one is that it puts things rapidly in perspective. Although you learn to respect the equipment and increasingly admire its capabilities, you're no longer scared of it and rapidly gain confidence. This, I feel, is a worthwhile lesson in itself.

TOP TIPS

Robin then led us through a naturally progressing sequence of applying paint types favoured by the modelling fraternity. The logical place to start, and an essential basis for a sound finish, is the laying on of primer. Here Robin chose Alclad primer showing us its superb covering qualities. Due to the nature of the medium, it is essential to undertake a more thorough and methodical cleaning cycle, but not one that anyone should get overly anxious about. After all, as often pointed out - airbrushes are quite simple things and most problems will ultimately be due to either paint consistency (too thick/thin) or air pressure (too much/little). Once you've mastered this, so long as the cleaning is attended to, you should have no major difficulties.

Having primed and witnessed just how quickly Alclad can dry it was time to apply the first acrylic from the Vallejo Model Air range. With no thinning being required, the paint applied well straight from the bottle, gave excellent coverage and opacity and rapidly dried, which is one of acrylic's great advantages. Another quick clean and we moved through the Lifecolor range, then onto working with enamels and their

enhanced cleaning needs and then considered metallic finishes.

NOW FOR THE REVELATORY MOMENTS...

Having the occasional bit of interest in tackling racing car kits, I'd heard about the joys of sanding/polishing sticks, which are gaining a rapidly growing fan-base. And no wonder! Robin chose an opportune moment to demonstrate their abilities on applied paint finishes and by utilising the progression to finer and finer grits managed to turn a matt finish into a gloss like surface that I, for one, would certainly be happy to decal onto before applying a matt varnish.

I SHALL BE ACQUIRING A STASH!

As the demonstration provided a suitable point at which to discuss playing around with various techniques and materials, Robin also introduced us to SnJ metallic powders that, being of such a fine pigment, could be applied straight to plastic- not a quality I was expecting to see. The emphasis here, surely, is play. If you don't play around with your materials and techniques you'll never push your own personal boundaries and discover things for your own individual approach to modelling should that be what you want to achieve.

As the day was now nearing its end, we had a final practice session during which time we could review all the topics covered during the day and get to grips with the equipment once more.

The day ended with a warm farewell and the opportunity to buy all those items and finishing products we had all grown to enjoy using.

My thanks go to Alex for his hospitality, Robin for his patient, clear and enthusiastic instruction and my fellow attendee modellers Doug Duthie, Andy Brown, Keith Taylor, David Griffiths, Mike Kirk and Tony Brown for making it such a rewarding and inspiring day.

The fish and chips on the way home were good, too! ■

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TAKE IT TO THE MAX

Sam Dwyer gives his verdict on Dragon's latest, the K.Pz.Sfl.IVa "Dicker Max".

Well, Dragon know how to pick 'em! Who would have thought we would ever see a K.Pz.Sfl.IVA "Dicker Max" in 1:35, and in an injection-moulded styrene/multimedia kit at that. The kit comes in Dragon's standard box, and contains 660 or so styrene parts, two bags of individual-link 'Magic Tracks', a optional turned gun tube, a smattering of photo-etched brass, a length of braided metal wire, and decals with the options of 3 vehicles, grey, grey and grey are the paint options.

This mostly brand new kit is based on parts from the corrected (i.e. corrected position of the final drives) Panzer IV Aus.F kit. This kit is of one of the earliest German Panzerjägers; armed with a version of the 105mm K18 field gun. For a detailed description of this vehicle and its deployment, get your hands on a copy of Panzer Tracts No.7-1 on the Panzerjäger.

I don't think this kit is the kind of thing one can knock up over the weekend, DML have packed an inordinate amount of detail into this model, and as such, there are LOADS of tiny parts, everywhere! The tracks are 'handed', they require no clean-up of attachment points, but do have very small knock-out pin marks. I went over them a couple of times with Tamiya superthin liquid glue,

and they disappeared. DML didn't include a frame to assemble them as in some previous DML Panzer. IV kits. The suspension fully articulates, but as one needs to glue the tracks, you'd have to glue the suspension at the same time.

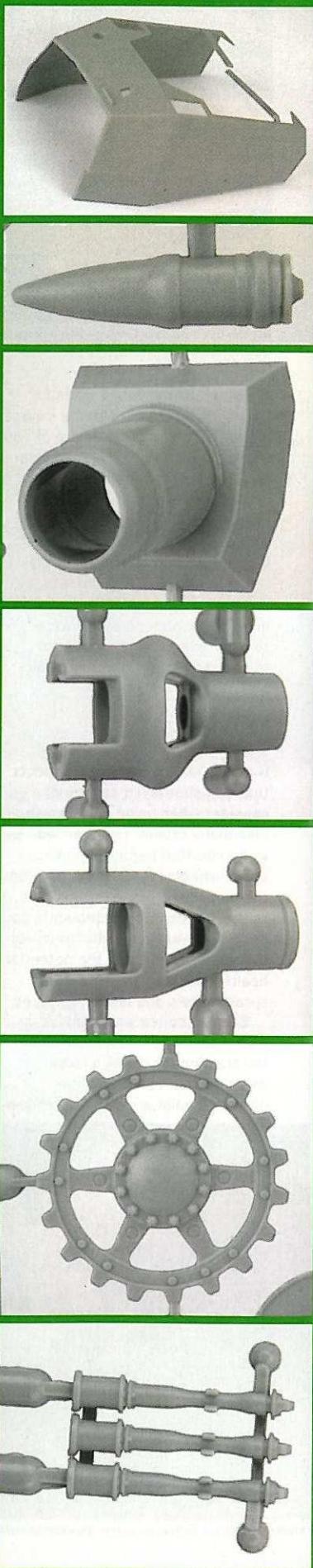
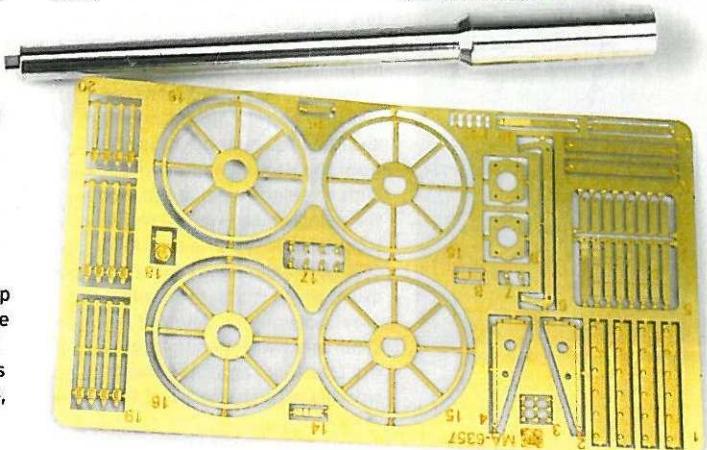
The hull tub is a carry over from DML's Pz IV E, but now has a partial drop in interior for the open Dicker fighting compartment, into here goes radios, ammo racks (with the tiniest holding open catches I've ever seen in plastic!) and a bunch of other details. I really think DML have outdone themselves with this kit.

The upper armour tub, gun parts and fighting compartment assemblies are all new, and feature some great details, there are some knock out marks here and there, but mostly are covered by other parts. Clever thinking DML!

I found the turned gun barrel to be a little heavy, instead using the plastic barrel, with no loss of detail. There is a choice of 2 muzzle brakes. I found that as with quite a few DML kits, the instructions contained some errors, but with a little care these were easy to overcome. These consisted mostly of transposed part numbers.

The instructions call out both Model Master and Gunze colour references, and provide 3 marking options, the decals are printed by Cartograf, and while look a little thick, went on really well, the carrier film all but disappearing under a coat of Mr Mark Softer.

This is truly an awesome kit, filled with a lot of 'surprise and delight' moments. Granted it's a fairly obscure subject, but you'll never hear me complain! Highly recommended! ■



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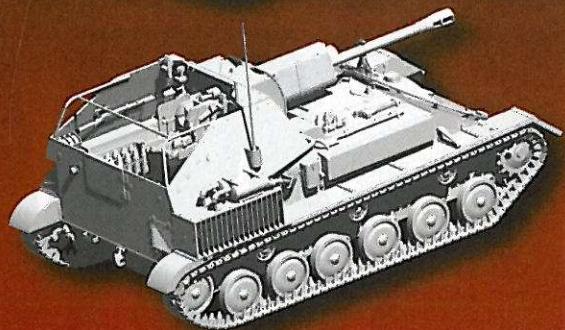
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LOADED DOWN LAV



The Editor details the Trumpeter LAV-25 with some of the aftermarket sets currently available.

Well, by now I was hoping to be building on one of the newly released kits of the Stryker, but no such luck I'm afraid as we haven't received any for review.

All the hype surrounding the Stryker release had got me in the mood to do a modern armoured car, I thought I would have a go at the next best thing, the USMC LAV-25 produced by Trumpeter.

GETTING STARTED

Basic assembly proved to be hassle free and straightforward, once the suspension components were safely in place, this area does require your full attention (from personal experience, I must stop watching TV at the same time) as there are subtle differences between front and rear and left and right components.

With the fiddly bits out of the way I could start work on

assembling the rest and add the extra detailing. Apart from removing certain details mentioned later in the text, I felt the need to add all of the missing weld seams, this was done using my trusty Historex Pyrogravure tool.

Apart from the addition of the Eduard etched set, I added missing bolts to the winch rollers, replaced the moulded on hull side tie-downs with Accurate Armour etched items and filled the ejector pin

marks on the rear compartment hatches.

WHEELS

Trumpeter supply vinyl tyres for the wheels, and whilst I know this is the best practical way of replicating the real things, I have a real aversion to using them as I still have bad memories about them either splitting and breaking up over time, or worse still, reacting with the styrene hubs. ▶



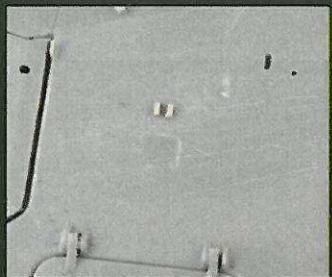
Before adding parts from the Eduard etched brass set, some of the kit's moulded-on detail needed to be removed.



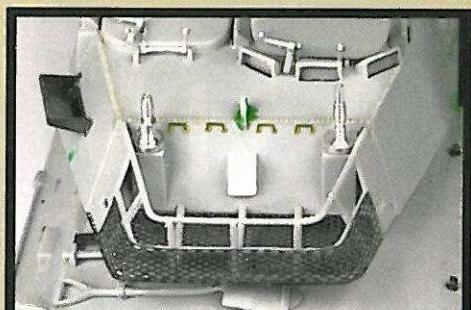
Having cut the majority of the part off using a pair of Tamiya Sidecutters, the rest was carefully shaved off using a No.15 scalpel blade.



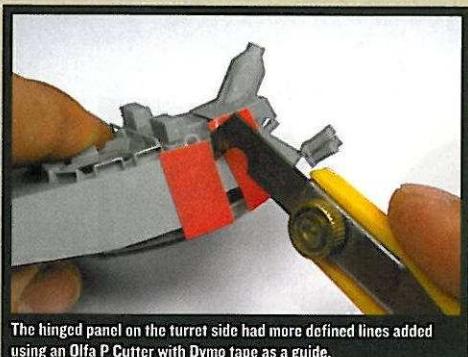
The final stage involves sanding flush any remaining raised plastic using a sanding stick and water.



With sanding complete, it is advisable to mark the positions of the removed parts, especially if you're not adding the etched parts straight away.



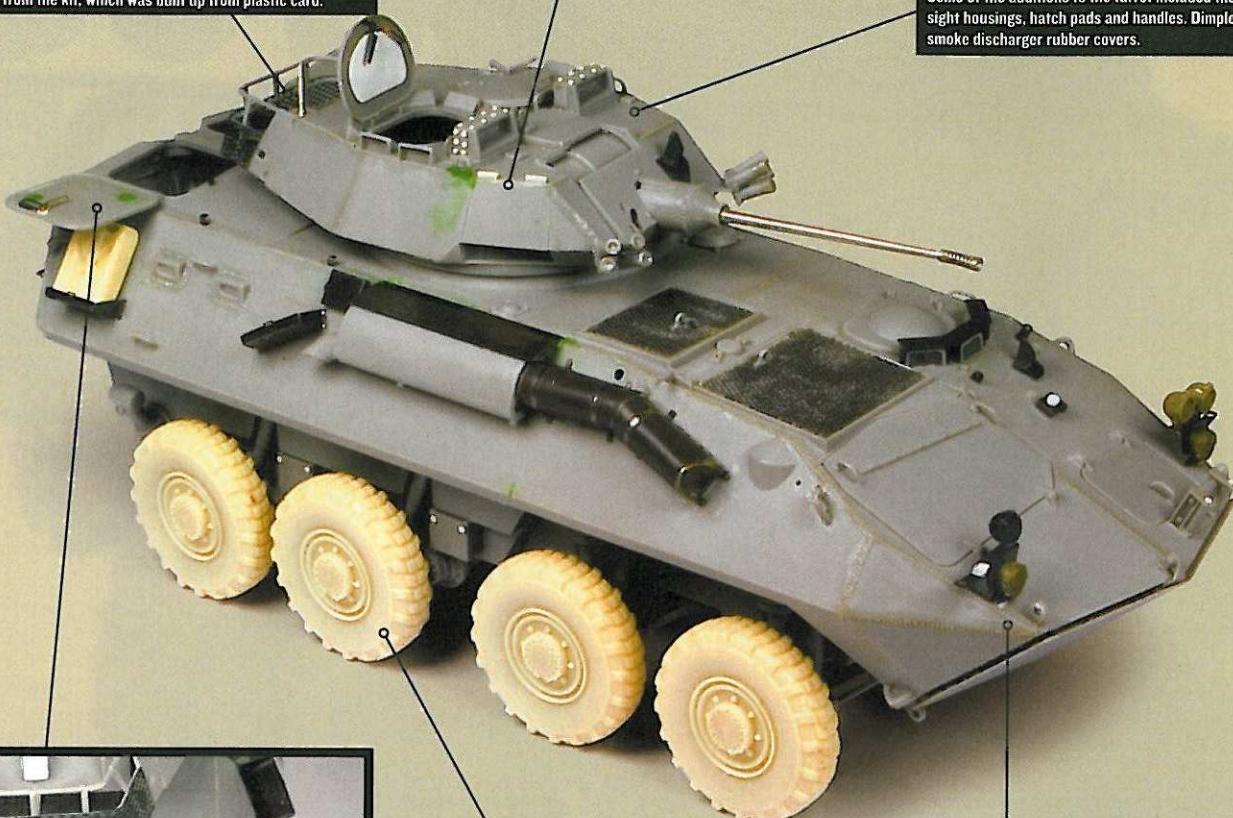
The turned aluminium aerial mounts are produced by MR Models and are available from Accurate Armour. Note the central mount which was missing from the kit, which was built up from plastic card.



The hinged panel on the turret side had more defined lines added using an Olfa P Cutter with Dymo tape as a guide.



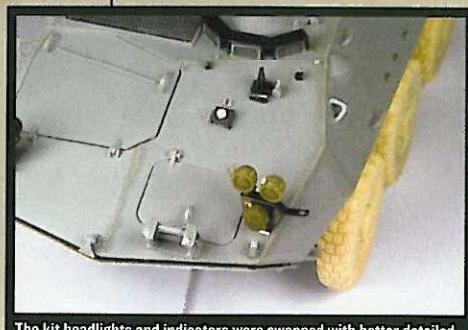
Some of the additions to the turret included the missing bolts on the sight housings, hatch pads and handles. Dimples were added to the smoke discharger rubber covers.



Some filler was needed on items such as the rear hull roof hatches, which suffered from prominent ejector pin marks.



The resin wheels produced by Master Productions replaced the kit wheels. Note the Accurate Armour etched brass tie-downs.



The kit headlights and indicators were swapped with better detailed AFV Club parts from the spares box.



The Eduard exhaust guards were shaped using the ever-handy Multi Tool from Mission Models.



The new etched brass guards from the Eduard set next to the plastic part supplied in the kit.



If using the Eduard detailing set, a section of plastic card will be needed to fill the slot for the oversized kit shield.

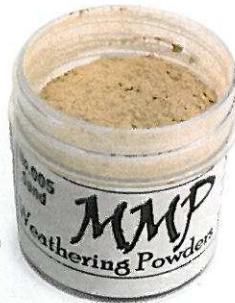


The new exhaust guard in place, complete with muffler shield. Note the hole which needs to be drilled out below the rear engine grille.



The NATO scheme was applied using a combination of Vallejo and Lifecolor acrylics. To get a tight demarcation between the colours the author used UHU White Tack as a masking medium.

MMP Weathering Powder was used for the dried on mud around the running gear and along the lower hull, as this powder is very coarse it cannot be made to adhere without the aid of a fixative, in this case Vallejo Matt Varnish.



Compare this photo to the one above and it is obvious to see the effect the 'filter' has on the overall tone of the model. The author used Sin Industries Filter for Dark Green from Mig Productions.

◀ A set of resin replacement wheels are available from the French manufacturer, Master Productions, so I gave Mission Models a call to order a set, and they duly arrived through my letterbox a few days later. One point to remember if you opt to use these replacement wheels - don't throw the kit hubs away, as you will need their rear portions to fit into the resin wheels.

Because the new wheels use the kit's inner hubs the fit is perfect, which is a really good idea, as I was constantly fitting the wheels and then taking them off again during construction and painting. A sensible modeller would have tried them once, made sure they fitted then kept them safe until they actually needed to be installed for good! The constant handling proved that Trumpeter have made an excellent job producing the complex and most importantly sturdy suspension, which held up to all the manipulation.

DETAILING

The first thing to do before any detailing could take place was to have a good look at the Eduard etched detail set's instruction sheet. They show that some of the smaller fixtures and fittings moulded onto the upper hull will

need to be removed before the etched replacement parts can be added. Included in the set are replacement exhaust shields, and if you opt to add these parts a new exhaust pipe will be required. I used some appropriate diameter plastic tubing, however it was a bit tricky cutting the pipe sections at the correct angle to get them to fit together neatly. It wasn't until the guards were in place I realised that the new pipe wasn't even visible behind the etched guards!

"I still have bad memories about these tyres either splitting or breaking up"

Along with the exhaust guards, the other parts included on the fret that really make a difference are the engine grilles, turret basket mesh and the headlight mounts, and these parts alone make this set well worth the money.

The last two extras I chose to add were, to be honest, luxury items and these were a non-fluted turned-aluminium gun barrel from the Barrel Depot and a set of US Army turned aluminium aerial mounts produced by MR Models, available from Accurate Armour. I know these two 'luxuries', alone would add somewhere in the region of £12 to the price of the kit, but I thought it was worth it.

PAINTING

After an initial coat of Holt's aerosol grey primer had been applied to the model, I could check to see if I needed to address any blemishes I had missed earlier. Not only does the grey primer give a very durable and neutral base colour for the following coats of paint, but it really helps highlight faults etc.

I don't tend to use paints straight from the bottle/jar etc., I prefer to mix them by eye. For

the LAV I started with the green, which was mixed from Vallejo Model Color USA Uniform Green (922) with a couple of drops of Green Grey (886) added. The next process was to mark out the areas that would receive the black, using UHU 'White Tack', this was rolled out into thin sausages to achieve a harder demarcation line than free hand spraying alone would allow. For the black, Vallejo Model Color Black Grey (862) was used. I don't like to use pure black as I think it ends up looking unrealistic in this scale. Once I was happy with the black patterning, the White Tack was removed, then re-applied in readiness for the red brown areas.

For the final colour I again chose a Vallejo paint, this time using Saddle Brown (940). With the basic colours in place, each shade was misted over in turn to tone them down. For the Green I used Lifecolor Field Grey (UA402), for the black I chose Vallejo Dark Blue Grey (867) and finally for the red brown I added some Vallejo Flesh Tone (815) to the base colour.

WEATHERING

With the basic airbrushing complete it was time to start weathering the model, so the first thing I did was to add a 'filter' using 'Sin Industries Filter' for Dark Green, which is in fact a dark brown. At first I didn't see the point of these filters and thought they acted in the same way as a traditional oil-paint colour wash, but they are different in that they help to unify the tone of the colours, as opposed to accentuating detail as a wash would do.

Once the wash had dried fully I set about adding dried mud to the lower and undersides of the hull. To start with, I dabbed on random patches of Winsor and Newton Masking Fluid with a small piece of Scotchbrite to simulate where patches of mud had flaked off the hull sides as it had dried. ▶



The MRE box and mineral water bottle box came from Rock Miniatures of Singapore. The large cooler box came from the Mig Productions Special Forces Hi-Lux.



The hardest part of stowing any vehicle is to get it all to sit naturally, especially when solid resin or plastic parts are being used to represent real items which are actually made from soft materials.



The two ruck sacks strapped to the side are from the Legend set. Painting these in the woodland camouflage scheme was quite time consuming and ironically after a dust wash, it's hardly noticeable!



The tools supplied in the Trumpeter kit are nicely detailed including the securing clamps. The author did change the covers which cover both the sledge hammer and axe heads with Eduard items.



The author used 30mm RARDEN cases from Accurate Armour, as these were the nearest available to the 25mm rounds used by the M242 Bushmaster canon with which the LAV is armed.



To represent the laser-proof filters fitted to all of the LAV's optics, small rectangles of confetti from www.expressionfactory.com. This confetti is normally available from most card shops.



The worn and dusty effect on the wheels was achieved using a combination enamel washes and airbrushing of Lifecolor IDF Sand/Grey, then wiping off the excess before it has had chance to dry fully.



The flaked-off mud effect behind the wheels is explained in detail within the article.



Once the masking fluid had dried, I brushed the areas to be muddied with a fairly heavy coat of Vallejo Matt Varnish (520) prior to loading a large brush with sand coloured weathering pigment and stippling it onto the wetted areas. For the best results it's best to repeat the process until no more pigment can be absorbed by the varnish. Once dry the masking fluid can be removed to reveal patches of the camouflage showing through.

For the final weathering I gave the entire model washes of ground-up pastel powders mixed with 502 Abteilung Odourless Turpentine, and once this paste has been allowed to dry the excess could be removed by simply brushing off the excess pastels from where they are not required.

STOWAGE

One feature all of the LAVs employed in Operation Iraqi

Freedom (OIF) was that they were all heavily stowed-up with all manner of personal effects. To stow up my LAV I used items from the Legend Productions stowage set designed specifically for this kit, along with parts from both Pro Art's modern equipment set and the cooler box from the Mig Productions Special Forces Hi-Lux kit. Painting all of this stowage is very time consuming, but I feel if care isn't taken on this task it can really let down the whole look of the model. The 'Meals Ready to Eat' (MRE) boxes and the water bottle box on the turret, came from a Rock Miniatures. These have to be cut out and folded up just like the real things. To make them easier to fold I cut out a cube of expanded polystyrene slightly smaller than the box and form the box around it, which stops the flimsy paper from crumpling up whilst it's being glued together. With all the stowage in place the

final job was to add a couple of Accurate Armour's excellent carbon fibre aerials and top them off with a Extra-Detail Stars and Stripes flag.

CONCLUSION

Overall, I enjoyed building the LAV-25 from Trumpeter, but I must say that detail was a little lacking in some areas and I wish Trumpeter could have included the numerous weld seams as Italeri managed to do on their LAV kits. It may not be up to the standards we have come to expect from certain other manufacturers, nevertheless the model went together well and looks the part when finished. I just have to add a crew, commander's M240 machine gun and lastly put it on a diorama for a future issue. ■

Acknowledgements

Thanks to Pocketbond for supplying the review sample, Mission Models for supplying the Master Productions wheels, Friendship Models for the Legend stowage set, LSA Models for the Eduard set and Accurate Armour for the aerials and bedrolls.

Modelspec

Trumpeter 1:35 LAV-25

kit No.349

Materials

Masters Productions Trumpeter LAV resin wheels (35038)
Barrel Depot aluminium gun barrel (BD35022)
M242 25mm Bushmaster Chain Gun Barrel (for M2/M3 Bradley/LAV-25)
Eduard etched brass (35859)
Warriors OIF LAV-25 crew part 2
Legend Productions LAV-25 stowage (LF1113)
Pro Art Models US modern equipment set1 (PAU-35023)
Accurate Armour carbon fibre aerials (A094) and British Bergens, Bedrolls, Helmets (A023)

Paints used

Tamiya
Clear Orange X-26, Clear Red X-27
Vallejo
USA Uniform Green (922), Flesh Tone (815), Dark Blue Grey (867), Green Grey (886), Saddle Brown (940), Black Grey (862)
LifeColor
Field Grey (UA402) IDF Sand Grey UA020

- Ease of construction.
- Vinyl tyres.

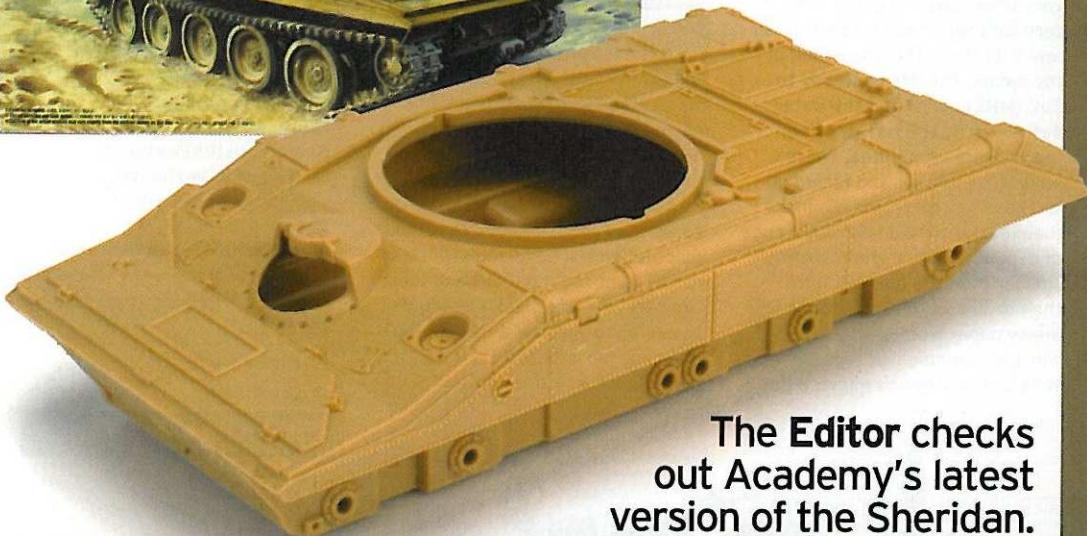
Available from

All good model shops

Rating 



ALL AMERICAN SHERIDAN



The Editor checks out Academy's latest version of the Sheridan.

This 'Gulf War' Sheridan is Academy's second release of this airborne tank, the first being the Vietnam variant which I reviewed for another modelling magazine a couple of years ago.

I would like to point out that I do not consider myself a rivet counter in any form. However, when it came to building the original Vietnam version, I was drawn to the kit's shortcomings, from the incorrectly shaped turret

and the road wheel spacing to the very poor representation of the driver's hatch. None of these points needed a set of vernier callipers and blue prints to spot the errors - they all became readily apparent from just looking through books containing some half decent photos.

Anyway enough of that, what do we get in this version? The kit is moulded in sand coloured plastic with a set of rubber band style vinyl tracks and markings for two vehicles serving with the 82nd Airborne Division. Looking through the box which includes an extra sprue, it becomes clear that Academy have done some re-tooling and have gone part way to rectifying some of the faults in the previous incarnation.

These include a better detailed commander's cupola and 'birdcage' armour. The armour parts included in the Vietnam kit were way too thick with horrid chamfered edges. The new armour is much thinner with better detailing, but these parts do suffer from lots of ejector pin marks on the inner faces, which will require filling as they are on view once the parts assembled.

I am in the process of building this one for review and will cover the highs and lows in more detail at a later date.

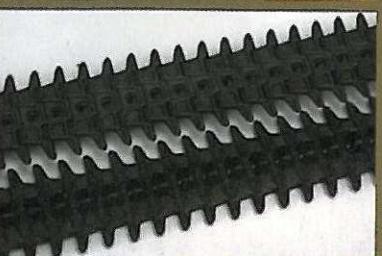
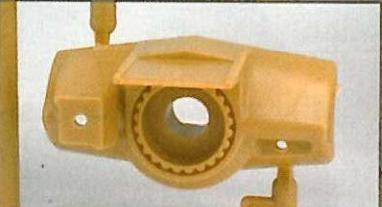
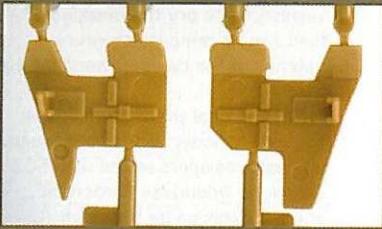
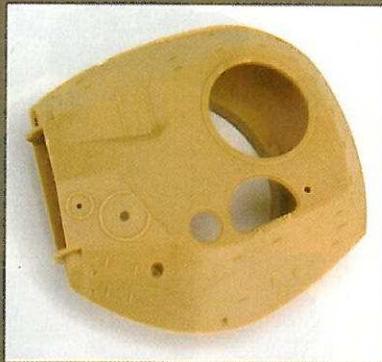
Overall it looks like a Sheridan and is most certainly a big improvement on the ancient Tamiya M551 kit, it's just a shame that the model is let down in the accuracy stakes when it is well engineered, goes together very well and the instructions have been clearly thought out making assembly trouble free. ■

ACADEMY 1/35th M551 SHERIDAN "Gulf War"
13208



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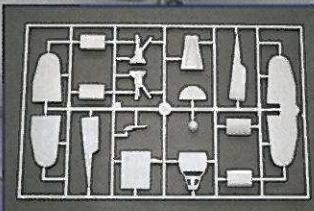
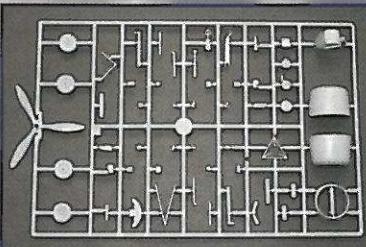
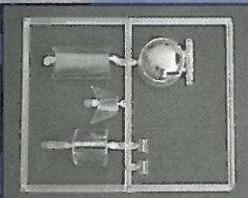
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Matt Edwards details and converts Revell's Fuchs into the British Army's Nuclear, Biological and Chemical detection vehicle.



About ten years ago I was looking through a book on British vehicles used during the first Gulf War when I saw an unusual vehicle, namely the German built Transporter Panzer System 1 - TPz1 Fuchs. The British Army was using the NBC variant of this vehicle at this time and the unusual appearance of this vehicle compared to all others used by our Army was the attraction for me to build one. I then set about trying to find a kit of the British version and discovered one produced by Revell. This is the German NBC variant that differs slightly from ours, so I set about trying to find if there were any updates or add-ons to transform it. My search was fruitless and, as I did not have a lot of faith in my modelling skills at the time, it was placed on the 'to do pile'. A few months ago, I found some photos of the vehicle being used in the last Gulf War by the Westminster Dragoons. This is a Territorial Army unit called into front line service to augment the ranks of the Joint NBC Regiment, which was deployed to the Gulf region. The pictures showed that this time the TPz1 Fuchs was sporting a green and sand camouflage scheme. This wetted my appetite for the vehicle once more and I decided this time, even if I could not find any company produced versions or upgrades, I would try to make them myself.

I set about obtaining other references, which showed that the Fuchs in British service had received even more upgrading since the last Gulf War. I therefore chose one particular vehicle to model from this period and attempted to incorporate the detail not included in the basic kit.

As far as I am aware there are still no upgrades or conversions for the British variant. All I could find was a detail set produced by Eduard for the basic Fuchs. Parts of this would come in very handy during the build and I was glad of them.

CONSTRUCTION

On looking through the kit and comparing it with the real vehicle, the model appeared to be in scale and fairly accurate. Some of the detail was quite soft and not as crisp as I would have liked. Maybe we are getting spoilt of late and in fairness the kit was nearly ten years old! I started work by cutting off all of the large, bar like hinges as they looked under sized and the detail was very poor; they were replaced with ones made from plastic rod and plastic card. To these, strips of lead foil were added to give the appearance of

the brackets holding the hinges to the doors.

The body comes in two halves but sadly, there is no interior included in the kit. The body and the vehicle doors were joined together at this stage. A small amount of filler was needed and sanded when dry. I now added the suspension which can only be described as Arrggghh... and care was needed at every level during assembly; super glue was used to give strength to the running gear and its contact points. Even so, it remained very weak. The tyres are made from soft vinyl with the tread being quite well depicted. However, I am not too sure if this pattern is the correct specification for that which the British Army uses but I had no alternative. I hoped that once they were painted and weathered, they would at least give the appearance of the correct style. I attached these once the frail suspension had been allowed to dry for at least 24 hours.

DETAILS

Once the basic body and suspension had been assembled, the details could now be added. I tried to follow a plan of building one side of the vehicle at a time, moving around hoping not to miss anything, while constantly checking the photo of the vehicle I was trying to depict. The left hand side was the first to receive attention; the smoke dischargers were taken from a Tamiya Chieftain (from the "to do" pile); the brackets for these were constructed from thin brass and plastic sheet, the bolts coming from a punch and die set. Stowage boxes were made from plastic and once built, strengthening strips were added. They were then blended with modelling putty, which had been thinned with liquid glue; once dry, they were sanded to shape. The identification panels came from the 'spares box' and were trimmed to size using the image as a guide. The stowage fixed on the left hand side was shaped from children's putty. Over this was layered tissue paper that had been coated in water-soluble silicone. When I was satisfied with the look, retaining straps and buckles were glued in place. The towrope was made from picture hanging wire; the eyes coming from the ever so handy spares box. Securing straps were then cut from lead foil, threaded through some photo-etched buckles and attached. All grab handles were replaced with ones created out of lead wire from a fishing tackle shop. All other small fixtures and fittings were cut from plastic sheet and then glued in their appropriate places. ▶



The Eduard etched brass engine grilles really make a difference to the kit parts.



As can be seen in this photo, the author has attached all the stowage before painting. For the can net the author used mixed herbs fixed to the tarpaulin with PVA glue.



The smoke dischargers came from the old Tamiya Chieftain kit. The brackets were made from thin brass strips and plastic card.

◀ REAR END

This was a pretty simple affair. All I needed to add was a few parts from the Eduard set along with a few small items fashioned from plastic card. The propeller guards were added and hollowed out with a small drill. The bar hinge and small box on the right were also made from plastic. Bolts were added, again using the photos as a reference. Scoring with the point of a new scalpel blade enhanced the door panel line.

THE RIGHT HAND SIDE

This required a little more work and careful study once again of the photos. A new jerry can and holder were added and moved towards the rear; its brackets and bolts were constructed from scrap plastic and the securing strap cut from thin paper. The buckle was another etched item. Along the side of the vehicle are two small boxes whose function is unknown to me and the dimensions were estimated using the photos as a guide. Another stowage box was built as per the left along with the smoke discharger. Small bolts and a chain were added to the towing arm. Handles again came from lead wire and were fitted.

ROOF

This did not require a lot of work but I did add three British style aerial mounts cut from a Tamiya Challenger 2 as well as a GPS aerial fashioned from plastic card and stretched sprue. Engine grilles came from the Eduard set. All stowage was fabricated in the same way as the left hand side and previously explained. Over some of this was sprinkled mixed herbs to represent the cam nets, the herbs being secured with thinned PVA glue. Securing straps and ties were added once all the stowage was dry. Towards the front of the Fuchs is a British style machine gun mount, which again is not supplied. This one came from the Trumpeter Challenger 2 and can be enhanced with the addition of a new gas plug for the general purpose machine

gun (GPMG) along with some securing bolts and handles on the mount itself.

FRONT OF VEHICLE

The kit parts were more than adequate to finish off the construction and included the windscreens, the wipers, bow plate and the wing mirrors (although one had broken whilst the supporting arms were being thinned down, so had to be replaced with wire). I did add a small guard fixed over the top of the lights that was made from plastic card bent to shape.

PAINTING

The model was first washed in detergent and when dry given a spray of matt black to act as a base and to hopefully reveal any minor blemishes that needed to be corrected. I had posted a question on a few modelling sites concerning the correct colour or mix of colours needed to represent accurately the sand shade used in the Gulf by the British Army. I did take on board the advice given but found that by experimenting with various Tamiya yellows and sand colours, I was able to mix a colour that I was happy with. I applied this to the Fuchs over a base coat of green, again mixed from various colours from the Tamiya range until pleasing to the eye. Decals were added which were produced by Bison and designed for the British version of this vehicle. The vehicle registration number was created using a dry letter set. The letters and numerals were rubbed down onto a black strip I had painted. The model was set aside to dry and then a light wash of burnt Umber oil paint was placed around the details and into panel lines. If this wash encroached or flowed into unplanned areas it was left until damp and then brushed away using a clean paintbrush dipped in white spirit. A light dry brushing of various colours was then given to the model, picking out raised detail and when happy, chipping and scratches were made using a fine tipped brush. I tend



The author mixed up a base green by eye. Once all of the weathering processes have been applied the initial colour can change significantly, often making the debate about the correct colour somewhat pointless.

It just goes to show the groundwork can be kept simple, but still convey the sense of the arid conditions in southern Iraq.





The tarpaulin on the attached to the lefthand side was fashioned from children's putty, and over this layered tissue paper coated in water-soluble silicone.



The 'all seeing eye marking' came from the Bison decal sheet designed for this vehicle. The worn paint effect around the door was achieved by dabbing on thinned Vallejo Black with a small piece of kitchen scourer.



The tyres supplied in the kit are made from soft vinyl. The author isn't sure if they are of the correct pattern tread for the British vehicle, but as no replacements exist, they will have to do.

to use colours from Vallejo for this, as they are easy to dilute and apply wonderfully. I also tried using small pieces of a kitchen washing up pad dipped in the base colour and placed onto the model to give the impression of wear and tear by the crew in certain areas. All other items were then painted. These include the lights and the stowage, which was painted with various greens mixed with greys to give a worn look. Again Vallejo colours were used here. The GPMG

received a base coat of black highlighted with steel. The ammo box was painted brown and the yellow decals applied over a coat of gloss varnish, which was matted down when dry. Most British Army ammo boxes come in a colour called Service Brown not green as seen on some models. Once I was sure that all the equipment was painted and given a worn look, the Fuchs was lightly dusted with sand coloured pastels. These were applied using soft make-up brushes

liberated from an unguarded dressing table. The effect on the tyres was achieved by coating them in coloured pastels of various shades. Over this, white spirit was applied helping it to flow into the recesses. On the outside of the wheel, the colours were brushed from the rim towards the tread. When dry, the tread was dry-brushed in dark grey, hopefully giving the impression of contact with a dusty road surface. ▶

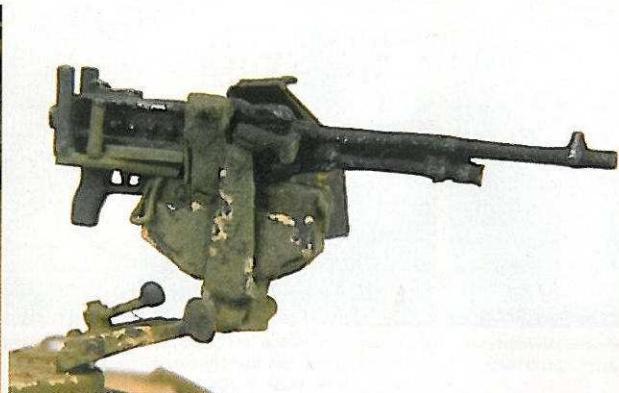


The relaxed crew member came from the Accurate Armour range of modern British Army figures.





No modern scene would be complete without some rubbish lying along the sides of the road.



The General Purpose Machine Gun (GPMG) and mount was taken from the Trumpeter Challenger 2 kit. The author added some extra detailing in the form of mounting handles and securing bolts.



Real leaves from the garden were used to make this impressive looking tropical plant. The leaves were left to dry before painting.

THE FIGURE

To illustrate the size of the vehicle, I decided to add a figure, which came from Accurate Armour. He only required a small amount of clean up before painting. All colours were again various mixes of Vallejo paint, heavily thinned and applied in layers. Several references were consulted to obtain the correct camouflage pattern on his uniform. I started by adding the base stone colour, which was then shaded and highlighted. After this, I added the brown patches, highlighting these as I went. Skin tones were painted using oils over a base coat of Vallejo Sunny Skin Tone. Once satisfied with the result, his boots and lower clothing received the same treatment of pastels.

GROUNDWORK

I like to put my models within a small setting to give the impression of them working within their environment. This was created by first constructing a

frame from plastic channel which was stuck to the lid of an acrylic box. Inside was placed some sand paper to represent the road. Either side of this a small amount of groundwork was built up using small stones and sand mixed with plaster and PVA glue. When almost dry, synthetic grass and real leaves from the garden were used to form the foliage, which was left to dry and then painted. Other details were then added such as small amounts of rubbish and waste, empty shell

cases and a couple of plastic water bottles purchased from Accurate Armour Ltd. The Fuchs was then fixed to the road, the figure put in place and all blended together using pastels.

CONCLUSION

Although happy with the end result of building the British version of this TPz1 I cannot see myself trying to construct another in the near future. The basic kit is quite good but, as stated earlier, the chassis is flimsy with a poor fit. If patience

is on your side then the model can certainly give the appearance of a real Fuchs. I have previously read that this kit is a little antiquated, but I would not go as far as to say that. Yes it needs work, but that is part of the challenge for us modellers. I too love kits that fall together but occasionally take the plunge and have a go at something that requires a little effort, which can be very rewarding. Plus, if you want a UK version it is the only one out there to use as a base so choice is limited. ■

The author made up the vehicle registration number by using rub-on white lettering on a strip of plastic card painted black. Note the Coalition Identification Panel (CIP) with chevron.



ModelSpec

Revell TPz1 'Fuchs' Kit no. 03038-0389

Accessories

Eduard etched brass detail set (35244)
Tamiya Challenger 2 desertised version (TA 3068)
Tamiya Chieftain Mk 5 (TA35068)
Trumpeter Challenger 2 OP Telic (TU 00323)
Bison Decals British AFV's in Iraq 2003-2005 (BD 35005)
Accurate Armour figure (F11)

Paints used

Tamiya XF - various
Vallejo - various

References

Military in Scale April 2000
Various web sites

- ✓ Basic shape of the kit gives a good representation of the Fuchs.
- ✗ Poor suspension and the detail is a little soft.

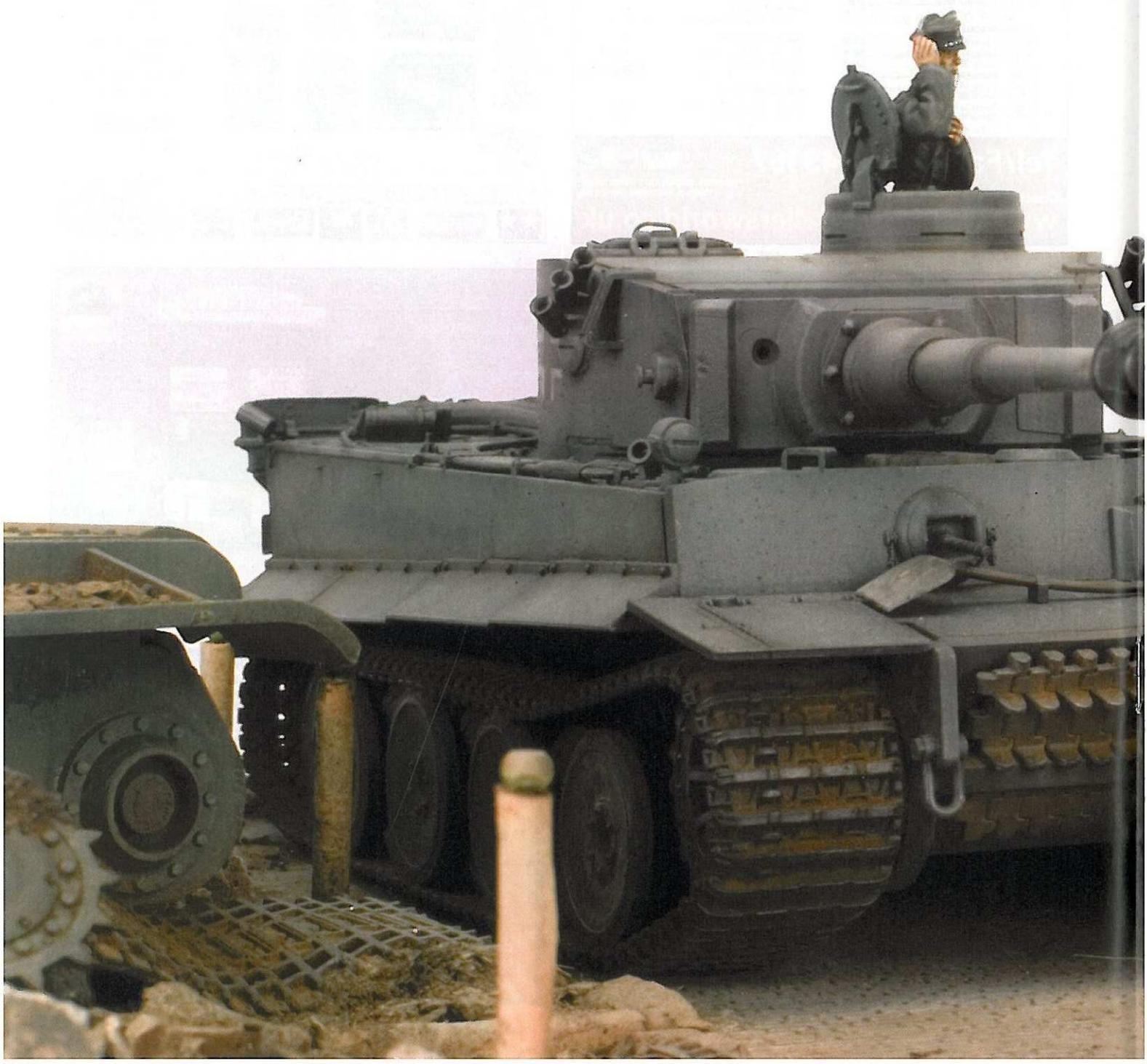
Available from

All good model shops

Rating

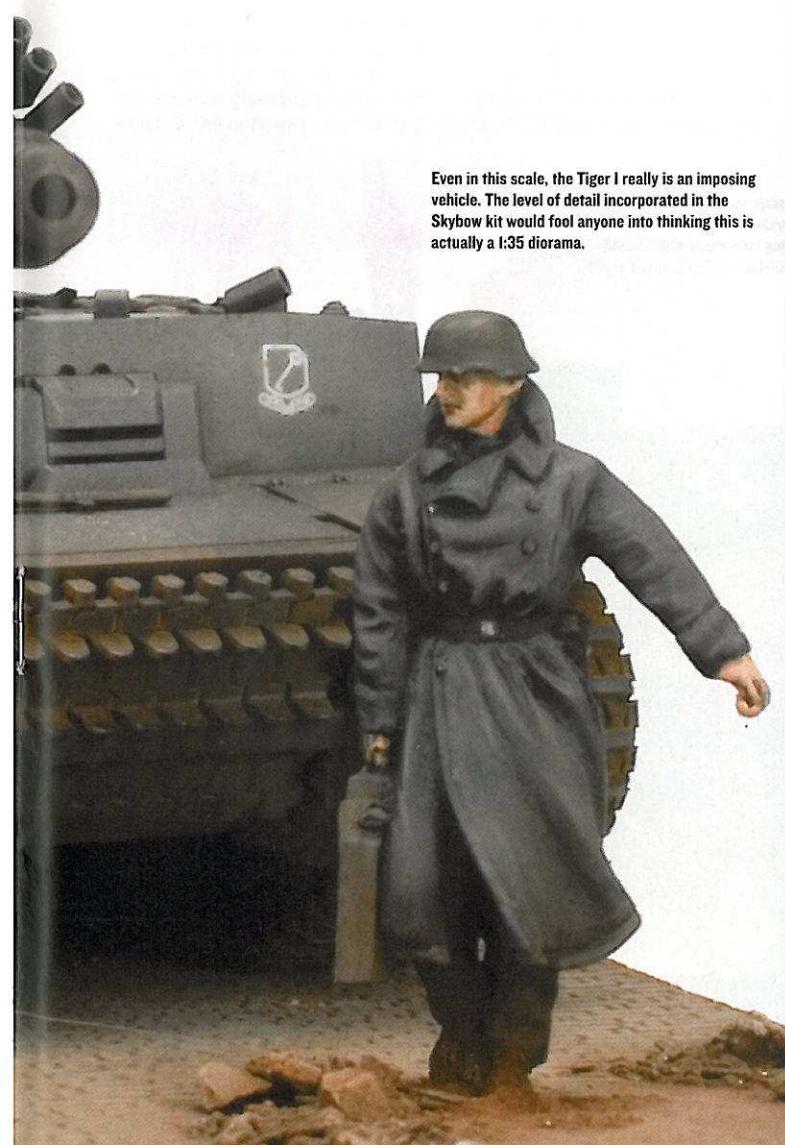
STANDING DE

Mike Tooth creates an impressive diorama using the latest state-of-the-art model and one that's thirty years old!



FIANT

Even in this scale, the Tiger I really is an imposing vehicle. The level of detail incorporated in the Skybow kit would fool anyone into thinking this is actually a 1:35 diorama.



'Oh no not another Tiger I', I hear you say, although if you're a Panzer fan you'll be saying, 'great another Tiger I', but what I really want to concentrate on is the diorama rather than the vehicles themselves. Inspiration for dioramas can come in all manner of ways, from film, photos, books or even console games; check out the Call of Duty games on the Xbox 360 or PC for some great set piece ideas. I think in this case it was a mix of Soviet propaganda films coupled with Ray Harryhausen's Jason and the Argonauts.

SCALE

Just because a model kit or accessory says 1:35 or 1:76 it does not mean it's set in stone and can only be used only for that purpose. A large pack in 1:76 is a small one in 1:35 and vice versa. It's always worth looking around in other scale kits to see what can be of use and a perfect example is the textured plastic card that are available; nominally OO scale for model railway enthusiasts, the various brick and stone textures are great for any scale, and are a complete godsend for diorama builders. With 1:48 being the newcomer, you'll need everything you can get your hands on.

LENIN

Verlinden's Lenin statue is a great scenic item; nominally for 1:35 you could theoretically use him even with 1:76 vehicles and figures. A look at actual Soviet statues of Lenin, Stalin and heroes of the 1917 Revolution reveal some colossal pieces of work, far bigger than the representation here. When it came to painting, all I could think of was the Titan Talos in Ray Harryhausen's classic film Jason and the Argonauts, I can't believe anyone hasn't seen this film so I'll just say, "it's the big fella who has his heel plug pulled out and falls on Hercules' mate". Anyway, that's the look I wanted the statue to have, a weathered bronze/verdigris finish. I've gone right off using metallic paints, the pigment is far too crude, you can see the individual flakes and you can't mix them with other colours. Instead, I use printer's ink that you can buy in pots or, you can get one each of those silver and gold fibre tip pens, which I use. You push down on the tip to make the ink come out, they last forever and are readily available in art shops. The great thing is you can mix them with oils and enamel paint. For the Verlinden bust, I first sprayed it a dark brown, which was a mix of

Tamiya Black, Flat Earth and Red Brown, then it was just a case of light dry brushing with the silver ink (and this is why I like to be able to mix metallic paint) coloured with a little Winsor & Newton Burnt Sienna oil paint. The ink is very fast drying just as long as you don't use too much oil paint with it. The end result is a great looking smooth bronze finish achieved with very little effort. For that lovely green verdigris bronze acquires, it was just a case of a very thin mix of light green oil paint mixed with white spirit and liberally applied with a brush. Most drains off but the rest pools convincingly in the folds and creases, a final dry-brush with a lighter bronze mix pretty much finishes the job. A few white dots of enamel paint on the tops of the arms and head brushed out with a paintbrush dampened with white spirit gives a good approximation of bird droppings. Later on, when I fixed the model to the base, I used brick coloured pastels to finish off.

RUBBLE

The one thing that strikes me when poring over pictures from WW2 is the vast amount of rubble everywhere, and this was something that I wanted to represent in an 'over the top' kind of way. 1:35 plaster buildings, broken and unused bits and pieces smashed with a hammer provided all the debris I needed and, mixed with real sand and model railway gravel, it was simplicity itself to glue it all down with white PVA adhesive. The road is a piece of textured plastic card and I can't stress enough just how useful this stuff is; there are dozens of patterns and it's easy to glue. The bollards are dressmaker's pins with those glass/plastic ends, glued into lengths of plastic tube. It is just a case then of spraying the whole lot in greys, browns, reds and oranges, applying an oil wash of dark brown followed by one of white and plenty of dry brushing with light colours. There are no exact colours to pick really and I tend to be very haphazard with the whole thing.

OLD KITS

I've been a big fan of 1:48 modelling for several years using old Bandai plastic and resin Gasoline kits, so when Tamiya began the 1:48 renaissance, I couldn't have been happier because for me, 1:48 has the great visual impact associated with 1:35 but the space saving properties of 1:76. When I made this diorama at least a year ago now, the Skybow Tiger had just been released and there wasn't that much else on ▶

◀ the market. So, I looked to my stock of Bandai (also known as Frog/Fuman) kits, several of which incidentally you can still get hold of today. A striking feature of these 30-year-old kits by the way, is the fact they all came with interiors, transmissions, engines and crew compartments, although not with the detail of today's kits but useful nevertheless. Anyway, I had a KV-1 I'd built up sometime ago; it fitted the base well and was big enough not to be over shadowed by the statue and Tiger. The rubber band tracks however, are only detailed on the outside, so they came off straight away. I cut some bits off and scattered them about the rubble, detail side up. One thing I should mention about this whole diorama is that, in many ways, it was just a test piece to try some new techniques and attempt to get more colour back into my armour. Too often in the past, I washed out all the colour with too many

highlight shades and oil washes and, because of this, I'd not really super-detailed anything during the build or through painting. So, the KV-1 received a coat of Tamiya Flat Green which I post shaded with a very heavily thinned down mix of dark brown, something like flat black and red brown, and I airbrushed this into the corners and around panel lines to create a sense of depth. As the tank is stuck in all that rubble, I mixed up some ground down pastel black, brown, orange, yellow and white and brushed it in, around and on the KV-1. What I shouldn't have done was add the decal; the slogan belongs to a different mark of KV-1. Fraser Gray applied the right one in a recent issue, but at the time I didn't have a reference and when a decal says KV-1, I thought it'd be okay, which goes to show you should always do your own research. Of course, now you can get the awesome Tamiya version.



Thanks to companies such as Dartmoor Military Models (see page 64 for details) who have been producing excellent figures in 1:48 for many years there is no excuse for not being able to find crew figures or populate dioramas in this increasingly popular scale.



By working in this scale the author has been able to produce a grand diorama without the dimensions becoming impractical, which would have happened if building this same scene in 1:35.





Careful painting really brings out the best in these excellent white metal figures. It must be remembered these figures are only 35mm high, so a steady hand is essential.



The base which the Lenin figure stands on is cast in resin, all the battle damage is already cast in, requiring only painting and weathering to bring out the details.

TIGER I

Skybow's Tiger 1, which has been re-packaged under the AFV Club banner and now comes complete with engine grille covers, has already been reviewed in a previous issue. All I will say is that this is a fantastic kit, which now has a wealth of aftermarket accessories. I did make one change to my Skybow Tiger, by using the Feifel air cleaner from the Tamiya early Tiger 1 kit; it is not perfect but is better than the Skybow one which is the only weak part of the

kit. And no, I didn't buy a separate kit just to use the Tamiya Feifel cleaner; it was a left over part. Never discard unused kit parts but keep a spares box, as they can be invaluable. When it came to applying the paint, I kept it simple and just used the Tamiya greys, dark to light, a dark brown oil wash and a bit of dry brushing with light grey mixed from flat black and white Revell enamels. I had a Gasoline decal sheet that had a great Leibstandarte shield, and a quick bit of research suggested

they had some grey painted Tigers just before repainting to comply with the 1943 regulations.

FIGURES

Dartmoor's 1:48 figure range has been around for a few years now and, I'm glad to say, is expanding again, as these are easily some of the best figures around in any scale. Cast in white metal, anatomically superb, with accurate uniforms and equipment you can't go wrong buying these figures. The new releases are superb

and include a British tank crew in pixie suits. With figures this good, it makes painting them even more rewarding. In a future issue, I hope to provide a step-by-step figure-painting guide but until then, here is a brief preview. Airbrushing may seem a strange way of painting such a small figure but it does make things easier. The figure in the greatcoat was first sprayed dark grey and then tan but the lighter colours must be sprayed from directly above so that the paint mist just hits the



◀ top of the cloth folds leaving the underarms etc in shadow. I add two shades after the initial dark basecoat, a mid and light coat sometimes mixed from the initial colour but more often mixed from fresh colours. The SS figure in the early oak leaf pattern blouse standing on top of the KV-1, was base coated with a dark brown mixed with Tamiya Flat Black and flat earth, followed by a second coat, sprayed from directly above, of desert yellow/buff and a final spraying of just buff. To bring out the detail further, I outline everything in a dark brown, mixed from Revell Matt Black enamel and Winsor & Newton Light Red, which is actually a rich terracotta colour. I keep this thinned down with white spirit and apply it with a good quality 000 brush. Boots, belts and equipment are painted with enamels; camouflage patterns are built up in layers in irregular blobs and dots and are often more a representation of the real life pattern rather than an accurate copy. A final touch is a highlight that can either be painted on the top of folds or the point between the top and underneath a fold; the highlight colour itself will be a light tone appropriate to the figure's colours. Ground down pastel powders are good for adding dust and dirt but keep it to small amounts and then you can't go wrong. ■

Acknowledgements

Before the recent 1:48 explosion the only person to keep the 1:48 flag flying in the UK was Nigel Savage at Parabellum. I'd like to thank Nigel & Jeff for their unstinting help and advice and the kits used in this diorama. If you have any 1:48 needs, don't hesitate to try them first. On a similar note, all my scenic item needs have been supplied by Sandra of C&B Models who offers a friendly, helpful and excellent service.

Modelspec

Standing Defiant Diorama

Kits used

Skybow Early Tiger I (TP4833)
Bandai KV-1 (No longer available)
Verlinden Lenin statue (1280)

Paints used

Tamiya Flat Black XF-1
Flat Earth XF-52
Tamiya Flat Green XF-5,
Revell Matt Black.

Available from

Verlinden from www.historex-agents.com





The use of ground pastel powders and chalks have really helped add a realistic dusty finish, which not only visually ties all the elements together but also gives the rubble a loose feel and not glued on.

ABANDONED ANTIQUE

Noel Petroni works wonders with the old RPM kit of the Renault FT17 and places it in a simple setting.

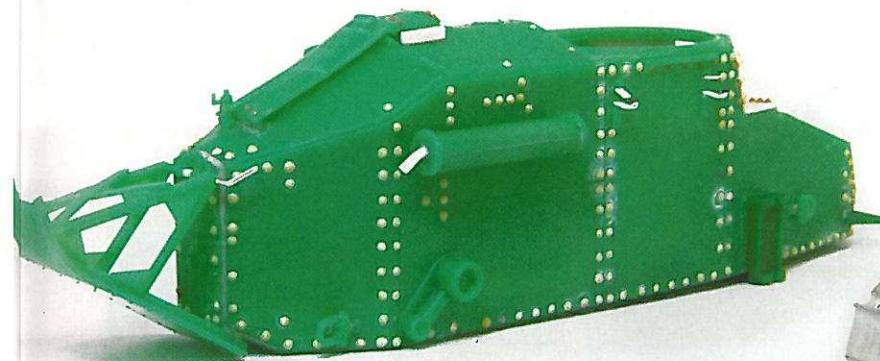
In all, about 5,000 Renault FT17 tanks were produced, the first tank with a full traverse-rotating turret. A two-man crew - a driver and gunner, managed the FT17. From May 1918, WWI saw the employment of the FT17, which was exported to many countries after the war. Although obsolete, most of the produced tanks were still in service at the outbreak of WWII. When the German Army invaded France in May 1940 more than 300 FT tanks were still active consisting of machine-gun and gun tanks. The gun-tanks were still armed with their original 1918 pattern 37mm short, semi-automatic gun. Although fighting with a twenty-year-old tank, it is said that the FT crews showed great bravery when encountering Germany's modern and more powerful tanks.

FIRST LOOK

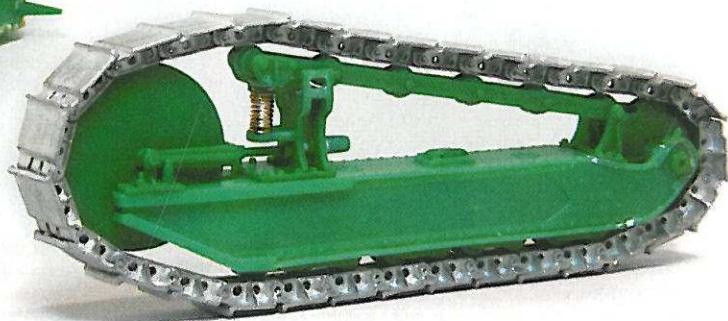
Upon opening the box I was confronted with four sprues of a lurid green colour and after my eyes had adjusted, I started examining the parts for detail. The

first thing that was obvious was the under scaled bolts. One of the main characteristics of the FT17 was the numerous conical bolts dominating the superstructure, so it would be a shame not to improve these and rework them to scale. I knew it would be a time consuming job but well worth the end result I'm sure. The other obvious parts I had to deal with were the tracks, which are also a prominent feature on the FT17. I could not possibly invest all that time and care into constructing the model and fit the poor vinyl tracks that come with the kit. It's true, RPM does provide good injection moulded single link tracks, but these consist of five parts per link and time was not on my side so I had to purchase a set of Friulmodel metal tracks, but this was the only additional expense, I was prepared to pay for. Apart from the bolts and tracks, the FT17 really is an unusual little tank, odd looking but offers an interesting change from the usual aggressive looking WWII tanks. It is also a WWI tank that can be placed in a WWII diorama.

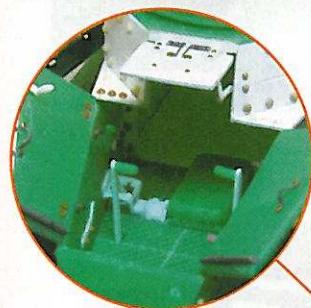




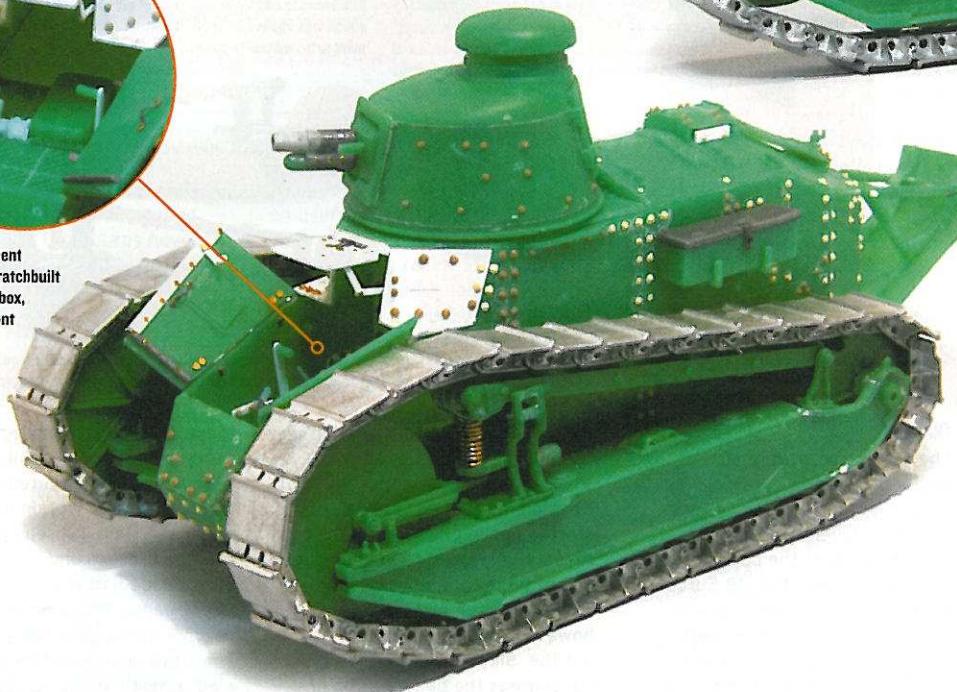
It is clear to see the amount of rivets the author had to replace, having made copies of a master from Milliput.



The completed running gear with the excellent white metal Fruimodel tracks in place.



The driver's compartment received numerous scratchbuilt details, including gearbox, steering levers and front armour plates.



CONSTRUCTION

Judging by its size, I thought I'd finish the model in no time but how wrong I was. As soon as I started test fitting the major part that houses the road wheels, I knew I was going to need more hours to conclude this project. At times, instructions were unclear particularly when indicating how parts have to be joined. This is where my good friend Alex came to the rescue. He supplied me with numerous photos of details from existing FT17s in museums. Without such references, I could not have possibly understood how the original part actually looked and how it should fit. However, I started noticing that many parts were over scale and I was not going to take time to adjust them, no sir. In my opinion there is a moment when you have to draw the line and be content with what is available....unless you are young, wealthy, retired and have all the time in the world!

INTERIOR DETAILS

The problems were not over yet! My idea was to display the tank as abandoned with the forward hatches open thus revealing a fair

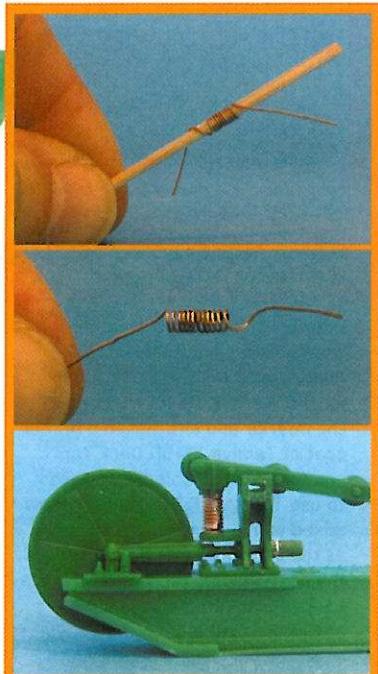
amount of the interior. However, only the driver's floorboard area is supplied, so I had to scratchbuild the rest including the partition that separates the engine from the commander's compartment. The interior was still looking sad, so I went on to scratch-build a small gearbox complete with gear lever and shifting slots. I also added a few supports and new steering levers, all from the Evergreen plastic range. Another part that is prominent and not supplied with the kit is the large suspension spring supporting the top return-roller assembly. To fabricate one was very simple, a .4mm gauge wire was coiled around a toothpick and cut to the appropriate length. Every part had to be test-fitted a couple of times, fiddled with and sometimes trimmed to size to make it fit. Surprisingly, both hull sides and the top structure fitted together with no effort at all. Once the superstructure was assembled, I started counting the many bolts that needed replacing! As I said before, I had no intention of spending money; so buying the bolts was out of the question.

Again, I have to thank my friend Alex for supplying me with a few injection moulded, plastic conical rivets from which I made a mould out of Milliput and pressed heated sprue into it to produce countless rivets. Not one of the best methods to replicate rivets in my opinion, and although not as crisp as the original, it's a welcome option to spending more than the price of the kit.

The time came to fit the two front armour plates incorporating vision slits and the driver's hatch. These parts were oversized and the vision slits way too large. Pondering for a few seconds, I decided to scratch build them with plastic card using the originals as templates. I'm not proficient at scratch building but with a bit of care the results can be rewarding.

TIME TO PAINT

In Militaria Magazine No23, I found an article on the FT17 tank and a colour plate by Jean Restayn depicting an FT in June 1940 with a two-tone sand and green hard edged camouflage scheme. The tank was left on the roadside and



Tech Tip!

The kit suspension springs were replaced with 0.4mm gauge copper wire. To create the coiled effect the wire was wrapped around a toothpick, then cut to size.

displayed the cockades typical of the May/June era. So, I decided to follow this illustration and realised I was faced with two problems. First, I had never attempted a wavy hard edge camouflage before and second, where was I to get the roundels from?

The only masking product I know of for hard edged camouflage is 'Silly Putty' which is not available in my country! Again, my good friend Alex had once mentioned the use of 'Latex', which is used to create moulds. It's a loose paste that once dry, becomes rubbery and peels off very easily. Painting started with the interior for which I used Vallejo acrylics 820 Off White+916 Sand Yellow. The next day a wash with raw umber and yellow ochre oil paint was applied to the entire

"Every part had to be test-fitted a couple of times, fiddled with and sometimes trimmed to size to make it fit..."



After an initial coat of Tamiya Desert Yellow XF-59, post-shading was applied on the panels by mixing the base colour with Tamiya Flat Black XF-1.



Following the post-shading another light coat of Desert Yellow was applied to soften the previous effect.



The areas to remain in sand yellow were masked off using liquid latex which was applied by brush. Latex masking fluids can be bought from most arts and crafts stores.



The green was applied using a mix Vallejo Model Air Tank Green Oil and Cam Green 022.



The mask was then carefully removed to reveal the original Desert Yellow and the hard edged green.



A colour wash has been applied using raw umber and yellow ochre thinned with white spirit. The upper assembly has yet to receive its colour wash.

► interior. Chipping and scratches were added next and I continued fiddling with the wash mixture in localised areas. Next I masked off the interior and airbrushed a primer coat of Tamiya XF-55 Deck Tan and for the sand colour I decided to use Tamiya XF-59 Desert Yellow mixed with a bit of white. As soon as the base coat was dry, I used the post-shading technique where I added black to the base colour and airbrushed around the edges of all the panels and added white for the centre of the panels. A light coat of the base colour will soften the harsh contrast of the post-shading. I am fond of this technique as it gives the model a three-dimensional effect and is a good base for the washes and other weathering techniques. I left the running gear assembly, driver's hatch and the two forward hatches separate until the entire painting and weathering process was finished.

TRACKS

The metal tracks were airbrushed with Vallejo Model Air 056 Black Grey and when dry, I gave them a coat of Vallejo Matt varnish to seal and protect the base coat. Using Mig pigment PO28 European Dust mixed with CMK pigment SDO3 Sandy Dust diluted with water to a consistency of paste, I applied the mixture generously onto the tracks. When the pigment was completely dry, I brushed the excess away with a stiff brush.

MASKING WITH LATEX

This was my first attempt using 'Latex' as a masking medium, so I wasn't very sure what to expect. With a brush I started pasting the latex onto the model to mask off the areas that remain the sand colour, after a few minutes the latex starts to dry and becomes transparent. For the green colour I used Vallejo Model Air 011 Tank Green with a bit of 22

Cam. Green. I also post-shaded this colour, mixing black for the shadow and white for the highlight. Keeping my fingers crossed, I started peeling away the latex to reveal the original sand colour and a hard edge camouflage scheme. The latex came away easily however, I would still like to try out the 'Silly Putty' because in some areas the demarcation line was slightly raised. This probably happened during the peeling process, which lifted the edge of the paint.

CHIPS & WASHES

Satisfied with the camouflage scheme, a coat of Vallejo Air Matt Varnish was applied next. Chips and scratches were next in line and for deep scratches and chipping I used Vallejo 873 US Field Drab. I also painted a lighter tone of the base colour next to most of the scratch marks to give depth and a slight three-dimensional effect to

them. After that, I applied the wash using raw umber oil paint mixed with yellow ochre diluted heavily with white spirit. Working on small areas at a time, I spread the wash with a flat brush and immediately after dabbed off the excess with tissue paper. It's common to reapply the wash in some areas. The wash does take time and a bit of fiddling and correcting is needed to get the effect you are looking for. An 8B graphite pencil was applied to edges prone to abrasion. The edge is marked with the pencil and rubbed with an artist's paper stick. The last thing I did was to airbrush the entire model with Vallejo 976 Buff diluted with water to an approximate ratio of 20% paint to 80% water. I built up layers little by little concentrating more on the lower part of the tank. Of course, after all this I still examine the final effect and continue to make corrections where needed.



The RPM kit of the Renault FT17 became a bit of a labour of love for the author, but with all of the extra detailing and the Friulmodel tracks looks superb.



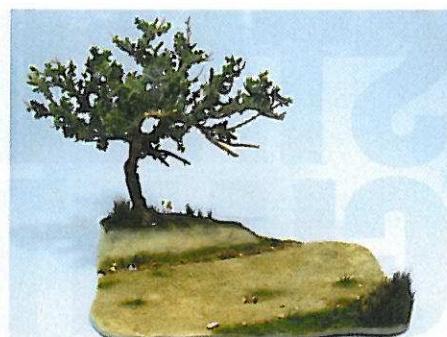
The Warriors resin figures were all painted using Vallejo acrylics. The weapons and some of items of personal equipment were replaced with better detailed white metal parts from Andrea Miniatures.



The groundwork was formed using air-dry clay. The realistic tree is actually a wild plant that grows locally to the author.



Once the clay had dried, the track area was covered in PVA glue then sprinkled on fine sand. This process was then repeated with the verges using static grass.



The groundwork has now been given a final dressing with fallen leaves from Hudson and Allen, along with some taller grasses to visually balance the opposite corner to the tree.

FIGURES

For this vignette, I wanted three walking figures and Warriors Whermacht Trio Walking suited me perfectly. The figures have the typical uniform of 1940, with grey trousers and a greener tone field blouse with dark green collars. My source of reference was German Army Uniforms by Wade Krawczyk and German Soldiers by Histoire & Collections. The flesh was painted using oils and the rest with Vallejo acrylics. For the jacket I used Vallejo 920 German Uniform with

a drop of 954 Yellow Green and added white for the highlights and black for the shadows. For the trousers I used Vallejo 869 Basalt Grey with 995 German Grey.

The figures received new personal equipment and rifles from Andrea. These are made from white metal and are much more detailed than the resin equipment supplied with the figures.

TERRAIN

I formed the base using air-dry clay and when it was dry, I pasted white glue onto the track area and sprinkled fine sand on it. A mist of white glue diluted with warm water was sprayed over to secure the upper

layer of sand. Once this was dry, I did the same for the static grass. The tree is a local wild plant that comes complete with leaves. A little Milliput was used to widen the base of the tree and also to secure branches that I cut to give the plant a shape more like that of a tree. The small branches with tiny leaves were also cut and super glued to make the tree fuller. I airbrushed the tree with a coat of acrylic matt varnish hoping to conserve the tiny leaves and later airbrushed the leaves with a green acrylic colour. The static grass also received a wash of acrylic green colour. The tall grass and fallen leaves are from Hudson & Allen.

CONCLUSION

All in all, I enjoyed building this kit and painting the figures. Throughout the construction period there will be a connection with what you are creating and continuous thought as to how authentic effects are going to be achieved. This bond comes to an end when you finish the vignette or diorama but there is also a satisfaction when you come to place the model on the finished base, glue the last figure and view your completed work of art!

However, after the battle with the FT17 of trying to make parts fit, I'm craving to build a good quality kit.... I think I'll have a go at Dragon's Tiger I initial production! (Good choice, Andrew Dextrus thinks so. Ed) ■

Modelspec

RPM - FT17 / PzKpfw 730 (f)

Materials

Friulimodel (ATL-73)
Verlinden Static Grass Green (44)
Andrea Miniatures Equipment S5-AD04 - Rifles (S5-AD06)
Figures - Warriors (35275)

Paints used

Vallejo Acrylics - Model Color, Model Air (See article for colour mixes)

References

Militaria Magazine No23
German Soldiers - Histoire & Collections (ISBN 2 908 182 29 7)
German Army Uniforms of WWII - Wade Krawczyk (ISBN 1 85915 052 7)

- ✓ Very interesting subject.
- ✗ Poor fit and over-scaled parts.

Available from

All good model shops

Rating 

Acknowledgements

Alex Borg Bonaci for supplying me with tips and information.



STALIN'S GIANTS

Andrew Willis checks out the all-new 1:48 scale KV family from the Chinese manufacturer HobbyBoss.

In August 1939 Hitler and Stalin surprised the rest of the world by signing a non-aggression pact. A secret addendum to this pact was the division of Poland, which the Germans and Soviets invaded in September 1939. In November 1940, Stalin's foreign minister Molotov visited Berlin to check the validity of the Nazi Soviet pact as Germany was friendly with Finland seen by Stalin as an enemy. The Molotov visit was a disaster, he even feared being poisoned, but one event happened that should have warned Hitler and his generals as to the state of the Soviet tank force; it had been arranged for Molotov to see the heaviest tank in Germany's arsenal, this was the Panzer IV. Upon seeing the Panzer IV Molotov told the generals with him that Hitler's orders were not being fulfilled, as this was not their heaviest tank. This led those present to conclude that Russia must have heavier tanks.

It was not until Germany invaded the Soviet Union in June 1941 that the Germans realised how much heavier the KV-1 and KV-2 were than their entire inventory.

It was the first encounters with these heavy weights that gave the 37mm PAK its nickname of "the door-knocker". The only anti-tank gun able to take on the KV-1 and KV-2 at survivable ranges was the 88mm anti-aircraft gun, a tactic

the Germans had used earlier in France when dealing with the Char B.

One of the pleasant surprises of recent years was the wide range of KV-1 and KV-2s released by Trumpeter in 1:35th. This range was well received by the majority of modellers. When the editor gave me the chance to review the recently released KV range from HobbyBoss in 1:48th I jumped at the chance. One of the fun things with these kits was looking for the differences in parts layout on the sprues of these and their bigger brothers. These kits are so similar that I assume Trumpeter must own all or a major part of HobbyBoss.

To start, I will look at the KV-1 model 1941 "KV small turret" tank, which as the writing on the side of the box states "The KV type tank that research to manufacture wins in the competition of the heavy type tank from the factory of Kirov in 1939". Does this sound familiar? Yes it is exactly the same as on the Trumpeter box.

Sorry if I am labouring the just like the Trumpeter kit thing a bit, but this is because I rate those kits so highly, in fact I am going to go out on a limb and say that this kit is better than its bigger brother. It has a more targeted



sprue layout i.e. not so many unused parts, there are two jigs to assist in gluing the separate track links around the idler and sprocket (nice touch), there is an etch fret included with fender supports and the 152mm howitzer barrel for the KV-2 has lost the heavy engraved lines and appears to be the correct length. The kit does not have the fender supports in plastic so the brass will have to be used, and there are no vinyl tracks as an alternative to link and length. The kit comes with a full colour marking and painting guide, which I must admit I want in all my kit boxes now. There are only two decal options but three colour schemes, plain green, green and white winter scheme and green and red-brown.

Next up is the Russian KV "Big Turret" Tank or as I know it an early KV-2. The KV-2 was armed with a 152mm Howitzer and was designed for bunker busting or as it was used in the Great Patriotic War as a mobile pillbox. One of my earliest memories in modelling is of seeing photos of KV-2s with hit after hit on the side of their turrets

and their fenders blown away. This kit comes with the hull from the previous kit but adds a 'sprue R' for the huge turret. The turret of the early KV-2 was surprisingly different from the later, and more common variant. It is a similar size but has a sloping front and the rear is pointed. There are two markings options with this kit, both green but with or without decals. I have trawled through my book collection but have been unable to find a single photo of a KV-2 with any slogan on the side of the turret, the only markings I could find were unit victory markings applied by the Germans to tanks they had knocked out.

Lastly, is the Russian KV-1 Model 1942 "Simplified Turret" Tank, although the marking and painting states Model 1941. This kit has the flat rear upper hull rather than the rounded one in the other two kits. It also has the longer 76.2mm main gun and a little surprisingly, a new set of fenders, which are narrower than those in the previous kits. I know that this mirrors the Trumpeter kits which also had two different widths of fenders

Even in this scale the KV-2's turret is 'BIG'.



HobbyBoss include neat forming tools to help shape the tracks correctly around the sprockets and idler wheels.

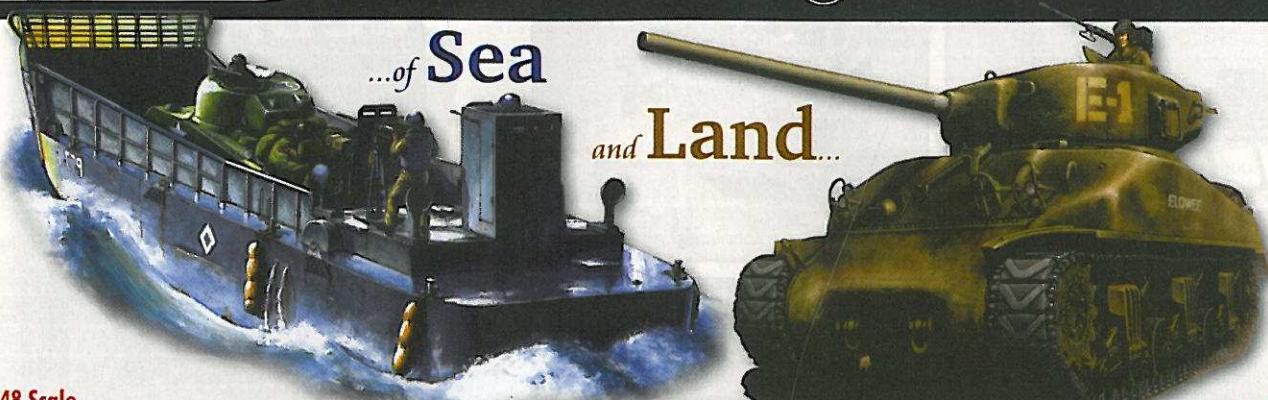


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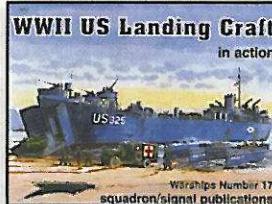
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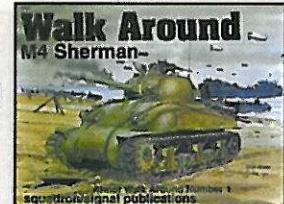
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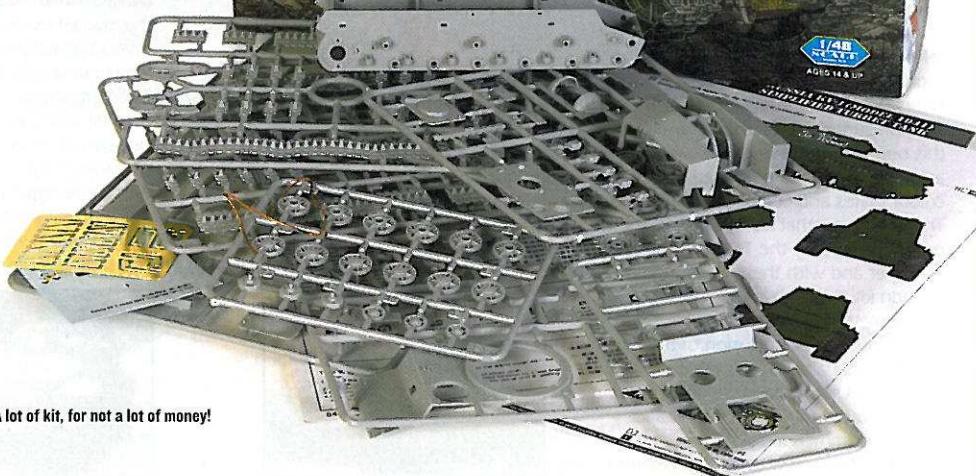
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depending on which variant you modelled but I thought this was a correction made to the variants released after the originals had been reviewed and the fender width queried. The fact that HobbyBoss released all versions together some time after Trumpeters' now makes me wonder if there were two different widths on the real KVs.

There is also a new set of etched brass fenders 'PE-B' rather than 'PE-A' of the previous kits. There are three marking options on this kit, two green and a winter white camouflaged tank. One of the green options is for "Fearless" which was used in Soviet propaganda and featured a cartoon of a tank blowing up a caricature of Hitler; the other one has the popular "For the Homeland" slogan, while the white option just has a number 436 also in white.

One issue all the kits share is flash on many of the parts. Perhaps perversely I found that the extra cleaning up this caused me actually made me feel like I was putting more into the model rather than just cutting and gluing. In summary this is a very well produced series of models with each containing a wealth of highly detailed parts and should, with a little bit of effort, build up into very nice replicas of the originals. As with the Trumpeter series I hope they will produce a KV-1S and SU-152 in the future. My thanks go to Creative Models for supplying the review samples. ■



A lot of kit, for not a lot of money!



The road wheels show off the high level of detailing throughout the kit.



Book Reviews



LANDING ZONE LEBANON

UNIFIL 2000



LANDING ZONE LEBANON

MOUSTAFA EL-ASSAD
SOFT BACK 94 PAGES

Many of you out there will know the author from his contributions to books documenting the troubled history of his native Lebanon over the past 30 years. This is the third book he has recently published under the Blue Steel label and this brings us right up to date documenting the strengthening of the UN Forces after last years Israeli incursions in to the south of the Lebanon. The book consists of large colour photos showing the personnel, uniforms and vehicles of 12 out of the 21 countries who are currently contributing to bring peace and help rebuild the region. There is also a small section on the Israeli army.

If you are stuck for inspiration with what to do with your Leclerc, VAB, M113, Centauros, AA7A or Hummer kits then this book will give you plenty of ideas of what to do with them. There are photos of them being unloaded in their original paint schemes, being repainted white and what happens to their pristine finish after a few weeks of Lebanese sun and dust.

It is a testament to the authors reputation that he was allowed access to these vehicles by soldiers from all over the world who knew of his books and many modelling articles over the years.

Highly recommended

Available from www.aviationbookcentre.com
Graeme Carruthers

SU-76

TANK POWER VOL. XXXVI
ALEKSANDER CZUBACZIN
WYDAWNICTWO MILITARIA
SOFT BACK 116 PAGES

With the long anticipated Miniart kit of the SU-76 just around the corner, then you may be looking for a way to get those all important references onto your groaning shelves.

Although the book says

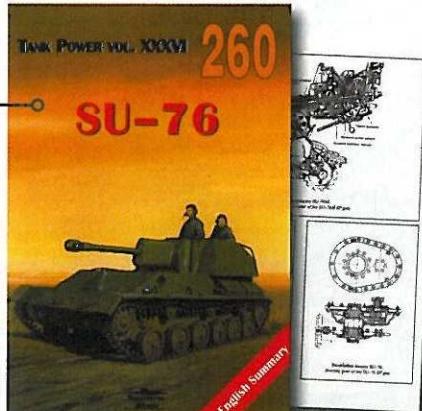
'English summary' on the cover that should in fact read 'English captions' as this book is written in polish with only the photos labelled in English, but that aside it is chock full of contemporary photos, line drawings from manuals, 24 colour plates and colour photos from a museum example.

These all show that like most vehicles the SU-76, which was built in numbers only surpassed by the T-34, went through a number of subtle changes over its career and with these in mind you can alter the Miniart, or even the old Dragon kit if you have one lurking around, into something slightly different.

A nice touch is the inclusion of a section on the SU-37 anti-aircraft vehicle with photos and plans for those of you feeling adventurous enough to convert a kit.

Highly recommended

Available from www.aviationbookcentre.com
Graeme Carruthers



KUBELWAGEN TYPE 82

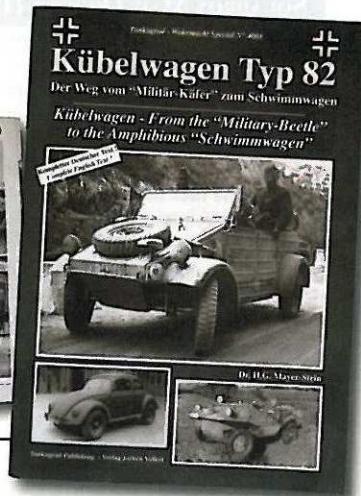
DR. H.G. MAYER-STEIN
TANKOGRAD WEHRMACHT SPECIAL NO.4008
TANKOGRAD PUBLISHING

This special issue is dedicated to the ubiquitous 'Kubel', the book not only covers the Kubelwagen itself but also the Military Beetle (type60) and the Schwimmwagen. Even though this is a German publication, full English text and captions are included.

The first four pages offer a brief, but concise description of all three vehicles including their evolution, specifications and service. The remainder of the 64 pages are packed with large clear wartime black and white photos along with three original colour photos on the inside front cover make this the ideal reference for anyone interested in this classic vehicle.

Available from www.bookworldws.com

The Editor





THE PANTHER PROJECT

INTERACTIVE DATA DVD.

£24.95

This disc could not have turned up at a better time, as I'm in the middle of building Tamiya's new 1:16 RC Panther G. To be honest the kit is pretty basic so I thought I would dig out my copy of Achtung Panzer No.4 on the Panther, which I initially thought would be more than adequate for the job. The DVD has offered me the ultimate one stop reference and has actually been a double edged sword for me, because the material is so good on this disc, I cannot now ignore all the extra-detailing the big Tamiya Panther needs!

Well, what can I say, this is pretty much all you could ever need when it comes to the Panther tank in terms of researching the history or modelling what is arguably the best tank of World War II.

The info on this disc is the culmination of eight years work, and includes printable scale drawings in 1:16, 1:35 1:48 and 1:72, internal panoramas, unit histories, camouflage schemes, unit emblems and tactical markings, plus hundreds of archive images. In total the disc contains some 4000 images and will take hours to take in all the information this disc contains.

Just beware that the minimum operating requirements are Intel Pentium 4 or AMD Athlon, XP2000+ processor or higher.

Highly recommended.

Available from www.thepantherproject.com

The Editor



MAIN BATTLE TANK T-80

MIKHAIL BARYATINSKIY

IAN ALLAN PUBLISHING

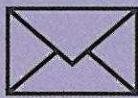
ISBN 0-7110-3238-6

This is the third in Ian Allan's new 'Russian Armour' series and what a good series it is turning out to be. The latest title examines the T-80 from its development in the late 70s to the latest incarnation - the T-90 Black Knight.

Within the soft back book's 96 pages are some 150 colour and b&w photos covering most aspects of the vehicle, numerous line drawings and 6 colour profiles supported by an informative and concise text. All in all, this is a comprehensive package at a reasonable price and is very highly recommended. Now, where in the loft did I put the Zvezda T-80??!!

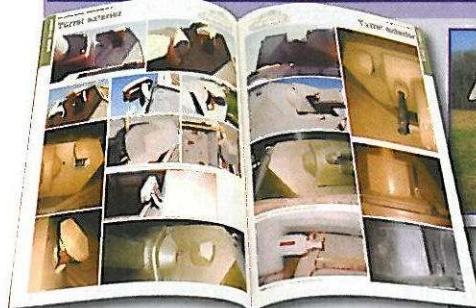
Available from www.ianallanpublishing.com

Paul Egerton



Letters

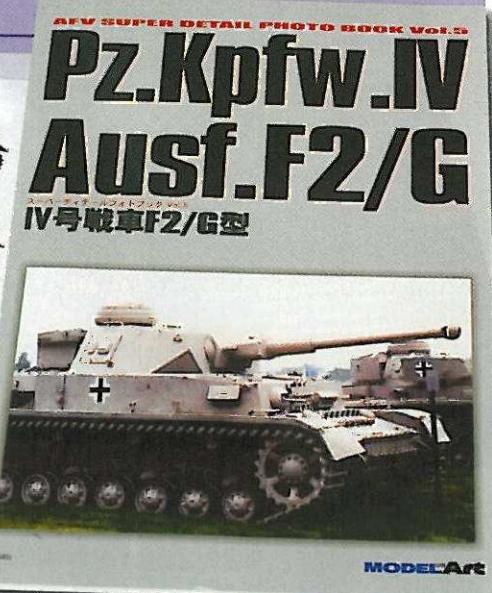
RECOMMENDED READING



PZ.KPFW.IV AUSF.F2/G AFV SUPER DETAIL PHOTO BOOK VOL 5 MODELART • WWW.BOOKWORLDWS.COM

This 80 page has arrived at the perfect time to coincide with the release of Dragon's excellent new Panzer IV F2/G. This book is an absolute must for anyone wanting to try and improve the Dragon kit. The book is full of colour detail photos, 1:35 scale line drawings and colour side plates. Captions and text are in both English and Japanese. I just need to pry our sample of the Panzer IV out of Darren Thompson's hands!

The Editor.



DISASTER STRIKES

I've just picked up issue No.12, it takes a while to get down here to Australia and thoroughly enjoyed the article on the Tamiya SU-85. Having some recent experience with that kit myself I thought I would send along a few pictures. I picked up the kit second hand and was using some plans from another magazine to convert it to an Egyptian ARV. A nice simple conversion. The biggest problem was that the tracks were tight, extremely tight in fact, lots of glue and clamps. Things were going OK until I started to weather it and it literally came apart in my hands. The tracks were tight enough to first crack the back plate and then pull a whole side off. Bummer. Anyway, if you find this interesting enough to use, by all means be my guest. Keep up the great work. I personally think that your article with the SU 85 was a great idea, showing what can be done with an older kit. Some of the older kits do get forgotten in the rush of the recent releases.

CAN WE HAVE...

Firstly congratulations on first rate publication, a truly enthralling read cover to cover. I returned to this hobby about 18 month ago and still have much to learn about techniques to use, kits available, how to source materials, etc. Your magazine has been an invaluable source of information about all of these things.

I have noticed however, that all your featured builds are painted using an airbrush. As an airbrush, compressor and all the cleaning materials associated constitute a serious investment for me I still paint with an old fashioned paint brush and enamel paint. (Also I don't think there is anywhere in our house that my wife will let me use an airbrush anyway!!) I must say however that when painting a military vehicle and then weathering it, to my mind I don't think you necessarily need an airbrush finish. As I am constantly reading that more and more people are returning to this hobby after a long break since their youth I

am sure I am not the only one without an airbrush. I therefore ask, is it possible to run any articles on painting and weathering without an airbrush?

Secondly, on the subject of weathering would it be possible to have an article on weathering itself, to explain what type of weathering occurs where? What types of vehicle are

prone to paint flaking, rusting, when overlays of paint are used how easily this is worn off, how technology over the years has affected wear and tear, what effect does the weather have? What bits are likely to drop off, bend or simply be removed by the crew because it's in the way/the wrong place? For instance I have seen many German WWII models weathered to show rust on virtually every protruding edge, which gives me the impression every German fighting vehicle was a rust bucket. Is this true or is it artistic license given it is usually done a backdrop of dark yellow? I've also heard that the German crews in WWII always looked after their vehicles, maintaining them and cleaning them at every opportunity! I realize this is a huge subject. Maybe you could narrow it down by equipment & climate, say German WWII Northern Europe, Italian WWII desert, British Gulf War, etc. Thank you for explaining to me and guiding me through a whole new world of modelling over the past 12 months!

Andy Mitchell

Ed says; Yes, your right Andy it is a huge subject and we will try and attend too. A lot of how wear and tear can be gained from sources such as the internet, the photos within our own full sized articles, or the many excellent reference books available designed with modellers in mind. Thinner metal parts of a vehicle will receive more damage than the actual armour, items such as mudguards, fenders and

exhausts would be more susceptible to damage and would be removed by the crews if they snagged the running gear for example.

Fraser Gray, one of our regular contributors has offered to undertake an article on brush painting, as soon as this article is ready we will gladly feature it.

BUILT TO LAST

I've recently stormed past 30 and have been modelling intermittently since my dad bought me my first model at the age of about 9 (an Airfix Bristol Mk 32 Superfreighter). I remember gluing the two nose halves on the wrong way and only realizing this when the glue had dried and I closed the nose cargo doors! As I settle in my career (medical field), I have found modelling has become particularly important as a means to relieve stress at the end of a long day, and so find myself tinkering in my model room (the garage) more often.

My dad is in the building and joinery trades, and I have always been astounded by the ability he has to work on and fix just about anything. He chose to work in the business started by his father as a young man and basically learnt the trade this way. As a young man he had an accident with a circular saw and had to have surgery to his dominant left hand. He was under strict doctors orders to not use his hand for three weeks. My dad is not one of those people who can sit still and do nothing for any period of time, so he decided to "throw a little something together" to keep



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his right hand and arm busy. His project was a compressor, because at that stage they did not have one at the building sites. It took many days and mom had to hold bolts and nuts for him to tighten, but he did it. The machine has been in the business for over thirty years and is still going strong. I was particularly happy when dad handed it down to me about four years ago when I started modelling more seriously. I am sure there are more modern and sleek machines on the market that look better, but none will have the appeal that dad's old one's got. I look after the old dear well in her retirement, and think of my father whenever I sit down to blast some olive drab. My dad has been instrumental in my modelling "career" in so many ways, and has taught me a lot about being practical in life, and for this I am truly thankful.

So, next time we sit down with a glass of our favourite tipple after a good building or spraying session, let's raise said glass to our dads, and hope that we can pass on the same skills and values to our kids as our dads did to us.

Johan J. Dempers
Cape Town
South Africa

Ed says; I completely agree with Johan, my dad is 80 and has just decided to take my Mum to Chicago for a holiday! He has also been instrumental in encouraging me in all of the hobbies, interests and sports I have pursued over the years. My first model was an Airfix Lysander which I painted gloss light green, then preceded to put every one of the decals supplied in the kit onto the tops of the wings. We can consider ourselves very lucky indeed to have such great dads.

LONG TERM PROJECT

First up, great mag. The pick of the bunch by far. Informative, good selection of model types and some of the "follow the example"

model sections are brilliant. Just a thought for the future, The model standards shown are fantastic and it does inspire others to follow the standards set. Would it be possible to have a "project" to follow over, say, a 12 month period that would cover all aspects involved in that model. Be that the initial build, resin additions, Photo etch (of course) and right through to detailed (step by step) painting techniques.

I am pretty lucky in as much as I am a 45(ish) modeller with a bit of spare money to spend on my hobby. However I am as guilty as anyone else at spoiling a £29.00 model, adorned with additions, when it comes to the painting stage. Whilst my building is improving no end, it takes a while to get to the painting stage again. Can I also just say a very big thank you to David at SBX. Whilst he will not be able to retire on the amounts I spend there, he is always very helpful and has a few tricks up his sleeves that he passes on. Some of the bigger companies are sadly lacking his touch. Anyway, as I said the mag is pretty impressive and I have just took out a subscription as well as ordering



MESSAGE FROM THE EDITOR

SPOKE TOO SOON

In my message last month, I was saying how good it was to be able to get some modelling done again, but since last month I have started so many new projects I think I have overdosed already! Not only have I started Tamiya's 1:16 RC Panther with the help of my son, but also the diorama for the LAV-25 featured in this issue. On top of these I also need to finish one of the helicopters I have started and keep promising to put in the magazine, along with Academy's Sheridan, FineMolds Chi He, Resicast M4A4, Tamiya 88mm Flak, HobbyBoss STV 122 and Tamiya 1:48 King Tiger to name just the ones I really need to get finished. Ironically, before I became Editor of MMI, I would only work on one model at a time and not get distracted by starting more than one. Well it looks like those days are long gone, I suppose I could do a lucky dip to pick which one I should get around to finishing first, or ask you all what I should

Spud

John 'Spud' Murphy

the back issues I missed.

All the best to you all.

Gary Strachan, Ely.

Ed says; I'm glad you are happy with magazine. As for a project over 12 months, I'm not really sure how we could stretch a build out for such a long time, secondly with a medium such as a magazine there isn't a lot more we can do in the way of step

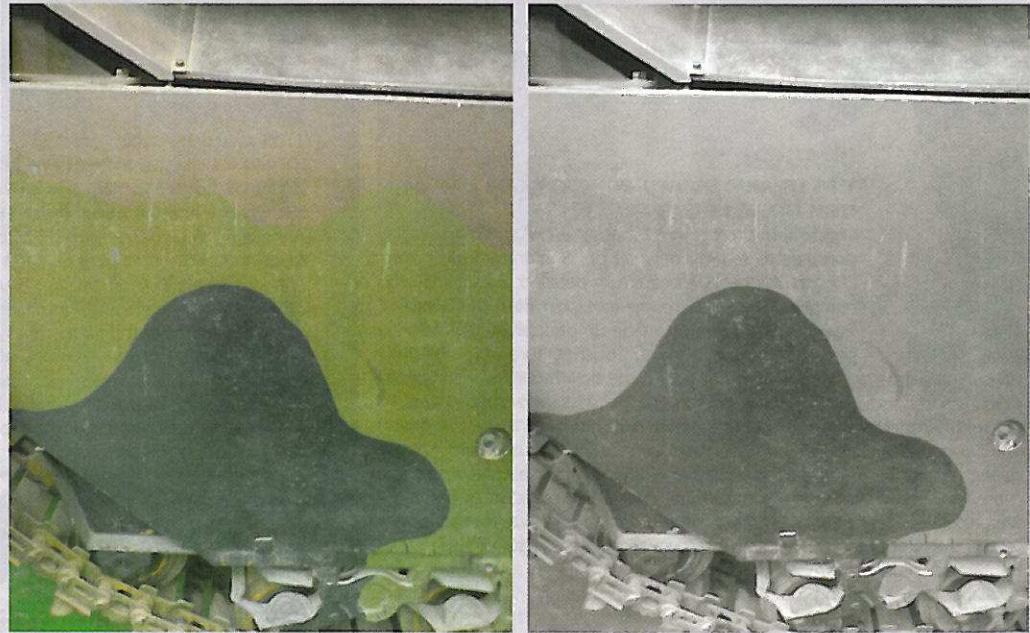
by steps that we haven't featured already, for example Luciano Rodriguez's excellent "Leningrad Defender" article last month offered a very comprehensive step by step painting guide.

I think the only way to explain these techniques anymore clearly would be in the form of a DVD, but with my strong Devon accent and shaky hands I will not be starring in it!

RANDOM REFERENCE!

Two colours or three?

Something a little different this month - not so much reference but more about interpreting it. On a recent trip to the excellent Tank museum at Bovington Dorset I was looking at the LVT 4 on display and couldn't help notice how similar the tonal value of the olive drab and brown was on the vehicle. In colour this isn't really a problem, but when it comes to looking at black and white war time photos, multi-coloured vehicles can seem as if appear in a single colour. In the Miguel Jimenez's FAQ book this phenomenon is explained in depth, but if you are not fortunate enough to own this brilliant guide to armour painting and weathering, here is our effort. Just something to think about when deciding to paint your next project!





Figures - A round-up of the latest figure sets on release...



C-P MODELS

1:72 GERMAN ARMY MECHANICS

ITEM NO. TQD01

C-P Models have just released this very nice set of five mechanics designed to be used with the Revell Famo or Dragon Bergetiger. Each figure has been beautifully sculpted and cast in white metal, and included with each is a small plastic base making them ideal for wargaming as well. Four of the figures are in poses perfect for depicting a recovery taking place while the fifth is standing watch with his Kar98 rifle over his shoulder and stick grenade tucked into his belt.

An excellent set of figures that have great diorama potential and which I whole-heartedly recommend.

Available from www.cpmodels.co.uk
10/10 - The Editor



TANK

1:35 GERMAN TANK CREW

SUMMER 1935-44 RADIO

OPERATOR AND DRIVER BUST

ITEM NO. T-35081

These two figures make up the hull crew for all early Panzer IVs. The set consists of a full figure radio operator and a head and shoulders (bust) driver. Both come with optional headdress (beret and side cap) and a nicely detailed set of headphones.

Another quality set of figures from Tank, which will be perfect for all the 1:35 Panzer IVs being released at present from the likes of Dragon and Tristar.

Available from www.afvmodeller.com
10/10 - The Editor



DRAGON

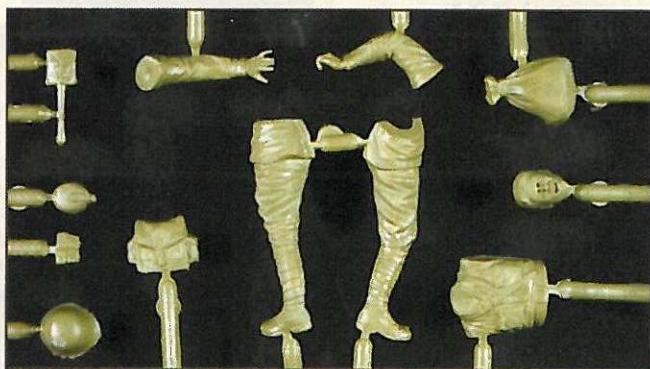
1:35 US ARMO(U)RED INFANTRY GEN 2

ITEM NO. 6366

I must admit to being a bit of an Allied enthusiast, so I was glad to see this new set of US infantry figures from Dragon. All four are beautifully detailed, if a little overly complex, as we have come to expect from the Gen 2 range. Each figure is made up of approximately 20 parts not including ammo pouches. Two of the figures have optional parts allowing different poses, the box also contains a stack of extra parts, including webbing equipment, helmets with camo covers, .30 and .50 machine guns and even an SCR-508 radio set.

The figures are all dressed in M1941 field jackets, ETO trousers and gaiters. As I found when building the Gen 2 figures for the review photos, there are a few minor fit issues due to the substantial parts breakdown; nevertheless, these new Dragon sets offer outstanding value for money, four figures and a ton of extras for the cost of an average single resin equivalent. Highly recommended.

Available from all good model shops.
9/10 - The Editor



MASTERBOX

1:35 Eastern Front Series

Kit No.1 German Infantry in action 1941-1942

Kit No.2 Soviet Infantry in action 1941-1942

Kit No.3 Hand to hand fight 1941-1942

Although sold separately, these three sets are designed with each other in mind and once combined will form a super all action diorama. Each box contains a single sprue that has four figures and their equipment moulded on to it. Like all plastic figures there are some mould lines to clean up along the edges of the pieces but nothing much to worry about. The faces show a lot of character and although these aren't Gen 2 figures, the super animation alone deserves plaudits and they certainly beat the usual generic walking or pointing figure. Highly recommended.

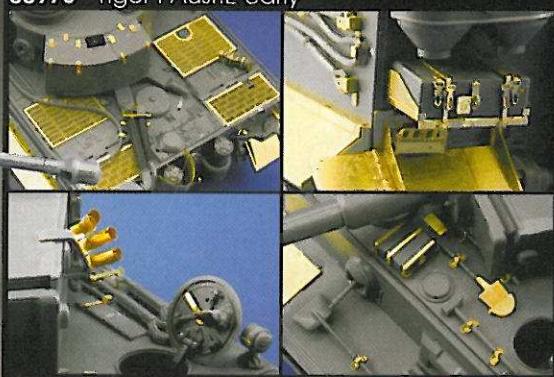
Available from all good model shops
8.5/10 - Graeme Carruthers



BEST BRASS AROUND



35976 Tiger I Ausf.E early



35973+35983 Centurion Mk.5/2 105mm NATO 1/35



More on www.eduard.com



RESICAST

1:35 PACK HOWITZER PARA CREW

ITEM NO. 35.593

All too often some excellent models are released by the manufacturers, which we all rush out and buy, only to discover that there are no figures available to crew it.

This certainly tends to happen with anti-tank guns and artillery pieces. Resicast however are different and have produced a very nice four-man gun crew for their excellent Pack Howitzer. All four figures are superbly rendered including the obligatory Denison smocks and their distinctive Para helmets.

A great set of figures, perfect for an action packed Arnhem diorama. Available from www.resicast.com

10/10 - The Editor



RESICAST

1:35 AIRBORNE 6 POUNDER PARA CREW

ITEM NO. 35597

Likewise with the howitzer crew, this set of four figures has been designed to crew Resicast's superbly detailed and accurate 6-pounder anti-tank gun. The crew consists of a gun commander, gunner and two ammo bearers. All are wearing the familiar Denison smocks and Para helmets covered with Hessian camouflage scrim.

As with the howitzer crew, this is a most welcome idea supplying not only great models but also the crews to go with them.

Available from www.resicast.com

10/10 - The Editor



References - CANADIAN LEOPARD C2

▼ The Tank Museum's latest acquisition, doing its turn on the area during one of the museum's many 'demo days'.



LEOPARDS IN DORSET

Andrew Willis offers some excellent reference shots of this rare beast in the UK.

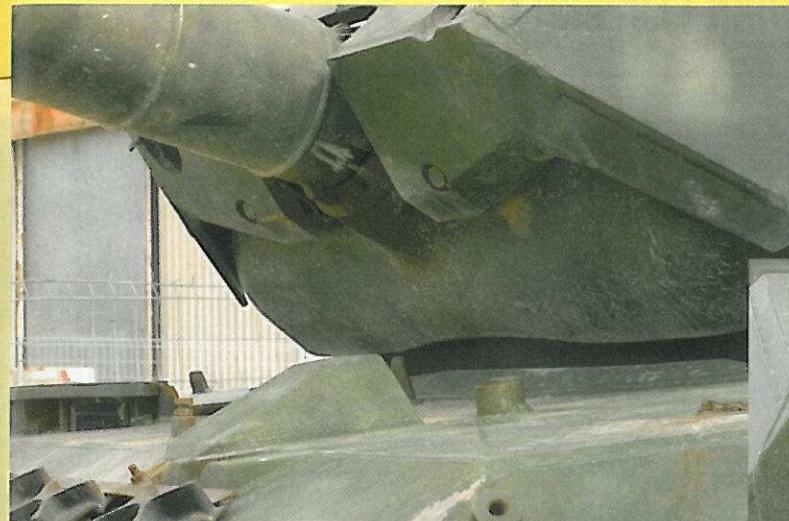
The Bovington Tank Museum has, during the last few years, run what it terms "Tanks in Action". These consist of a display by various armoured vehicles demonstrating the role each would play on the battlefield. The displays run for about 40 minutes and culminate in a mock battle. The Tanks in Action displays are held during school holidays and on certain days during the summer

months, so with this in mind, my son Sam and I set off on the two hour trip from Swindon to the Tank Museum in Dorset.

It was with some relief that I saw one of the two recently acquired ex-Canadian Leopards being readied for that day's display. I had first seen the Bovington Leopards at last year's "Tankfest" and had hoped to see one in the flesh again in better weather; it had rained all day at last year's Tankfest.

The Leopard was developed by the then West Germany as its first indigenous tank after the Second World War. The first prototypes were completed in 1960. In 1963 Krauss-Maffei began production of the initial batch of 50 Leopard 1s. The Leopard was a very successful tank on the export market and has served with Belgium, the Netherlands, Norway, Italy, Denmark, Australia, Greece, Turkey and Canada. It is

interesting to note that most of these nations were at war with Germany during the Second World War. As is the case with most tanks, the passage of time brings about many improvements to keep the vehicle in front line service for as long as possible. The Leopard is no exception and in 1970 it received a series of upgrades including a thermal sleeve for the 105mm gun, deep-wading equipment and a gun stabilisation



▲ Lower mantlet detail shot. The curved lower face of the original mantlet must present a shot trap in a similar way that the original mantlet on the WWII Panther tank would have!

▼ In this view the lower retaining clamps for the rear section of the main gun's thermal sleeve can be observed.



system to allow accurate fire on the move. The Leopards with these improvements were renamed Leopard 1A1. The second improvement phase was from 1975 to 1977, during which the tanks' turrets received added armour consisting of steel-reinforced rubber plates to improve ballistic protection. This armour was mounted on what looks like giant pimples on the side of the turrets to allow the armour to stand off

the main armour. The designation was now Leopard 1A1A1. Then, in 1980, the Leopard 1A1A1 received an improved passive night vision system. This is noticeable from the outside as a cage on the mantlet next to the searchlight box, which is to protect the PZB 200 low light level camera when it is mounted. Tanks fitted with the PZB 200 are known as Leopard 1A1A2. The next and final upgrade for this version of Leopard 1 was in 1985 and saw

the installation of a new laser rangefinder and thermal imaging sight; this is evident as a large box complete with two doors in front of the commander's cupola. This designation was then simplified to Leopard 1A5. The subject of the photographs is a Leopard C2 which is a Leopard 1A3 with the turret from a Leopard 1A5.

I am now off up into the loft to dig out the Revell Leopard 1A5 I know is up there somewhere,

and then onto the Internet to try to source some Canadian decals. Please note the last Tanks in Action of the year is Thursday 25th October, and the Tank Museum is closed from Monday 29th October 2007 until February 2008 for redevelopment work to be carried out. ■



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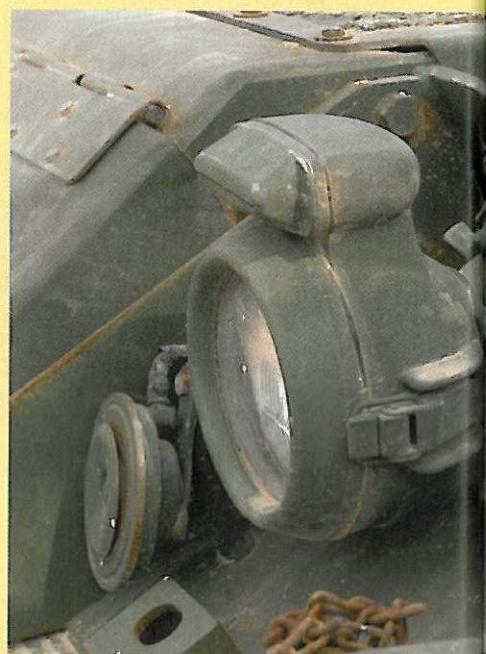
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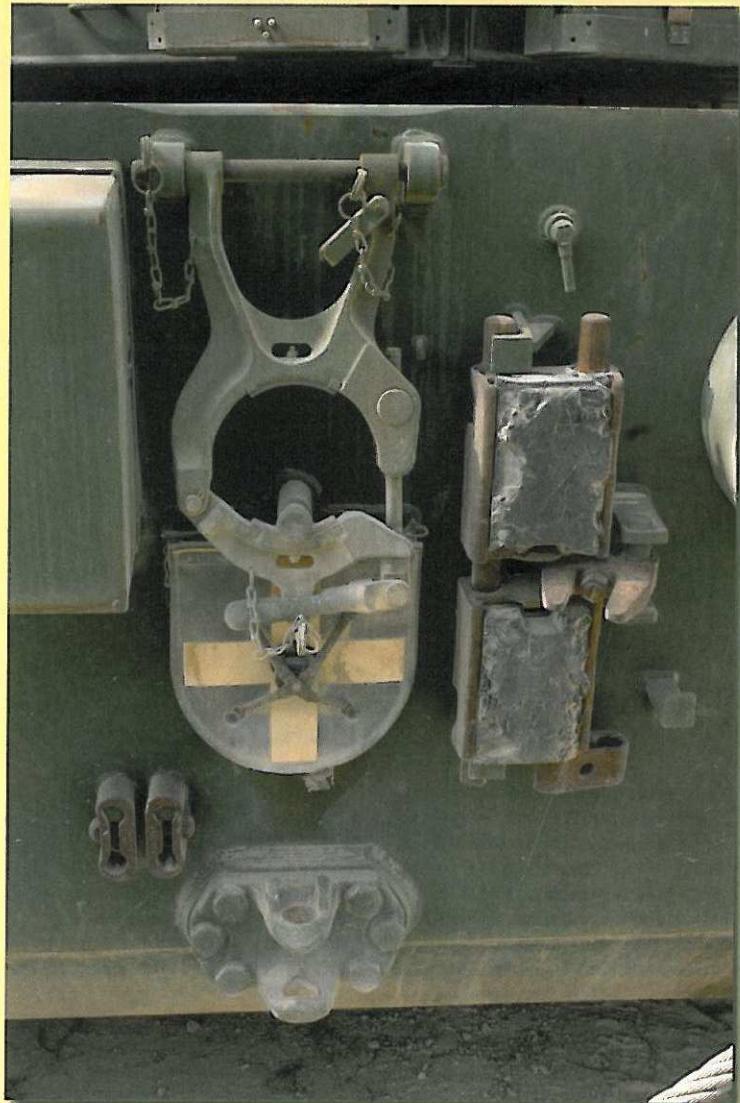
References - CANADIAN LEOPARD C2



▲ With no headlight fitted to the lefthand side, we have a clear view of the front track-guard mounting bolts.

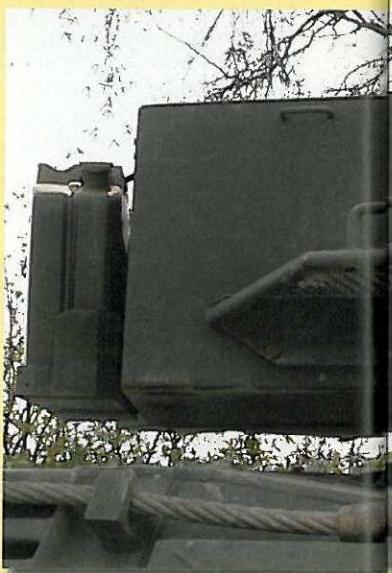


▲ When the infra red headlight is in use the standard headlight gets stowed onto the dummy mounting to the right.



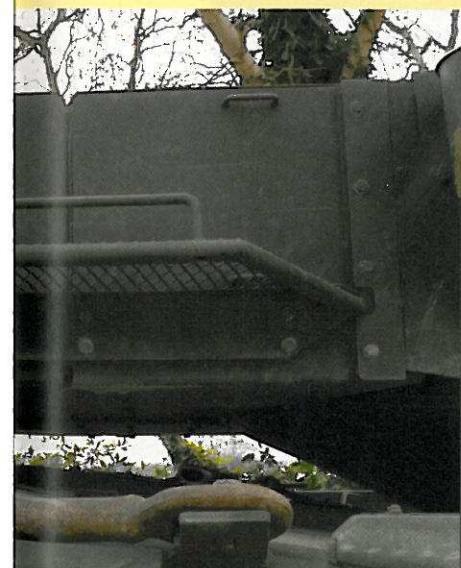
▲ Gun travel-lock details. Note the extent of the damage on the spare track-link rubber pads.

One of the distinguishing features of the Canadian C2 is the large rear turret stowage box.





▲ Close-up for the forward hull lifting lug. Note that the lug features a central casting seam, all too often we modellers would remove this from a part without realising it is meant to be there! The opening above the shovel is the NBC intake vent.



▲ The armoured cover in the centre of this picture covers the interior heater exhaust.

▲ Close-up of the Blohm and Voss developed add-on armour fitted to the turret via shock absorbing mountings.

Detail shot of the pioneer tools. Note that the retaining clamps are exactly the same as used on WWII German vehicles, testament to the old adage 'if it isn't broke don't fix it'!

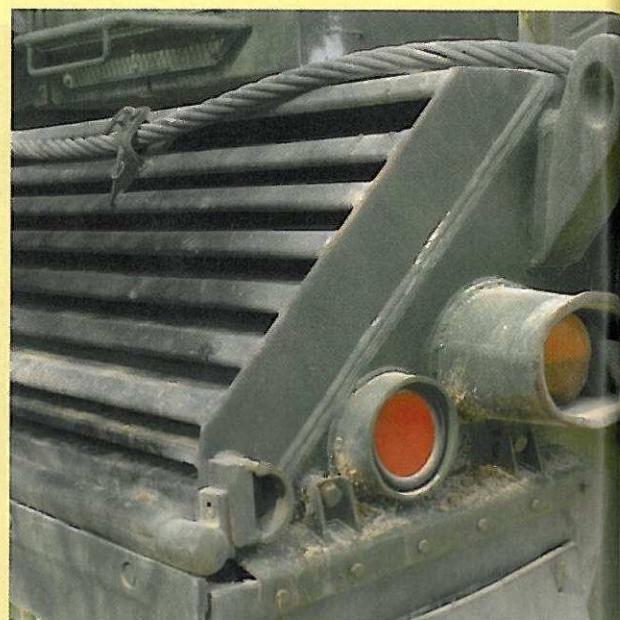




References - CANADIAN LEOPARD C2



▲ The hull lifting lugs feature substantial welds where they are attached to the hull plate.



▲ Rear light unit and reflector details. Note the amount of exhaust soot covering the side vents.



▲ The box on the turret roof contains the gunner's primary sight and laser rangefinder.



▲ Drive sprocket detail shot. Note the amount of rust on the sprocket ring and mounting bolts.



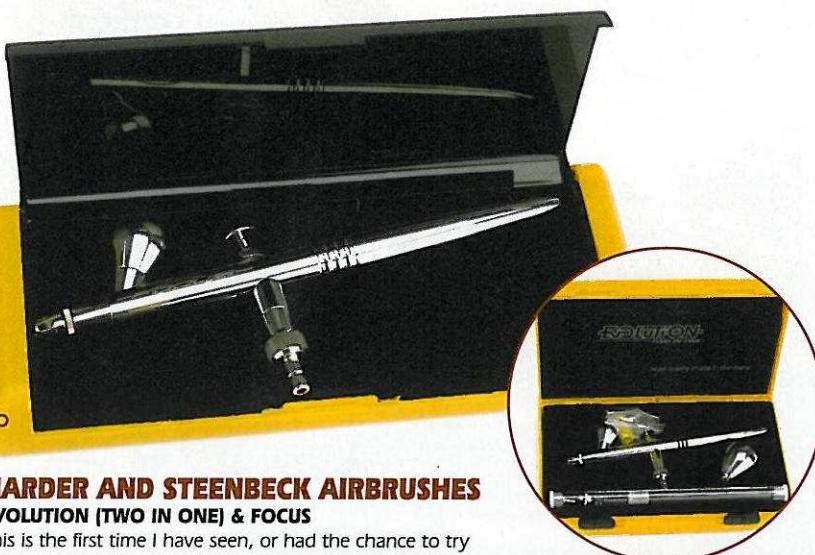
▲ Of note here is the way the central hub has remained comparatively clean compared to the actual wheel.



▲ The lower hull offers fantastic weathering reference in this picture. For a tank designed in the late 1950s it still looks an imposing beast in the Dorset countryside.

▼ General view of the rear, of note here are the three jerry can racks on the turret bin and the circular container on the rear hull which houses the infantry telephone.





HARDER AND STEENBECK AIRBRUSHES

EVOLUTION (TWO IN ONE) & FOCUS

This is the first time I have seen, or had the chance to try out these German airbrushes and I must say my initial impression was very good. I had to use one in a bit of a hurry as my regular Iwata is in desperate need of a major clean and some tender loving care.

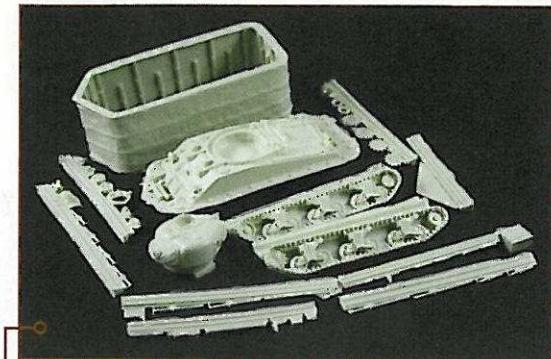
I chose the Focus for the job and sprayed both Vallejo and Lifecolor acrylics through it at varying pressures from 10 psi up to 40 psi.

I managed to achieve some very nice pencil thin lines. I have yet to try the Evolution fully but as this is the higher spec airbrush will I'm sure be even better. The Evolution comes with a complete set of alternate nozzles and needle and larger colour cup.

As an ardent fan of my Iwata I must say I have been very impressed with these Harder and Steenbeck brushes, simple to use, easy to clean and most importantly performed flawlessly.

Available from www.creativemodels.co.uk

10/10 - *The Editor*



MILICAST MODEL COMPANY

1:76 SHERMAN V DD WADING SCREEN ERECTED

ITEM NO. UK105

Even though I don't build small scale armour when I saw this recently at a show I knew I had to buy one! It is unlikely that someone will make one in 1:35th scale so I took the plunge, no pun intended, in to small scale armour.

Within the stout box there is a lot of cream coloured resin and a set of black and white instructions showing where all the tiny little fitting for the screen and propellers should go. Unfortunately I also found a great deal on tiny air bubbles on most of the kits larger parts and some on the smaller parts making them, in some cases, unusable. The wading skirt around the tank hull is nice and thin, too thin in some places as it was transparent and had broken.

The areas of this kit that are bubble free are nicely cast and should paint up well. With careful building by someone with experience in small scale resin kits this will be an impressive looking little model.

Not as well cast as I had hoped but it is the only kid in town. Available from www.milicast.com

6.5/10 - *Graeme Carruthers*

NIETRAD

RIVETER

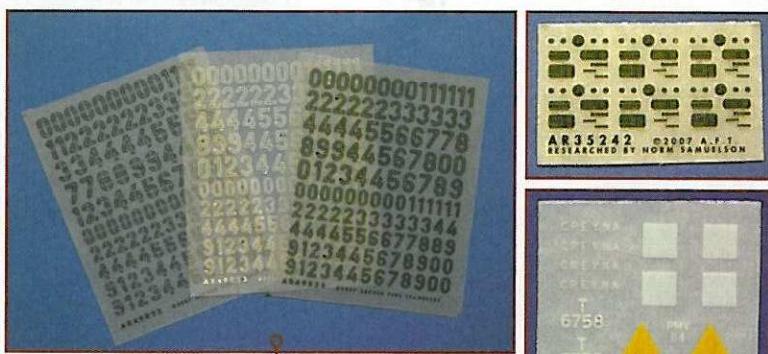
1:32-1:48

This tool is most often associated with aircraft modelling as it is designed to simply and quickly add rivet detail to aircraft panelling. Made with sturdy aluminium handle and a steel embossing wheel will give a lifetimes worth of work.

I personally wish I had received this handy little tool before I started on the Academy 1:48 Sea Knight which is in desperate need of some extra rivet detailing, and incidentally I still haven't got around to finishing yet! For anyone wanting a quick way to simulate rivets on things like the AH-64 Apache, which we featured in issue 14 as our full size reference subject, then I can highly recommend this 'Riveter'.

Available from www.cammett.co.uk

9.5/10 - *The Editor*



ARCHER FINE TRANSFERS

DRY RUB DECALS 1:48 AND 1:35

AR49021 1:48 MISC U.S. AFV STENCILS

AR49022W 1:48 WHITE STENCIL OUTLINE STYLE GERMAN WWII TURRET NUMBERS

AR49022B 1:48 BLACK STENCIL OUTLINE STYLE GERMAN WWII TURRET NUMBERS

AR49023W 1:48 WHITE SOLID OUTLINE STYLE GERMAN WWII TURRET NUMBERS

AR49023B 1:48 BLACK SOLID OUTLINE STYLE GERMAN WWII TURRET NUMBERS

AR49024 1:48 GENERIC EARLY STLE GERMAN WWII BALKENCRUZ

AR35241 1:35 JEEP INSTRUMENTS AND PLACARDS (ENOUGH FOR 3 VEHICLES)

AR35242 1:35 GMC 2.5 TON TRUCK INSTRUMENTS AND PLACARDS

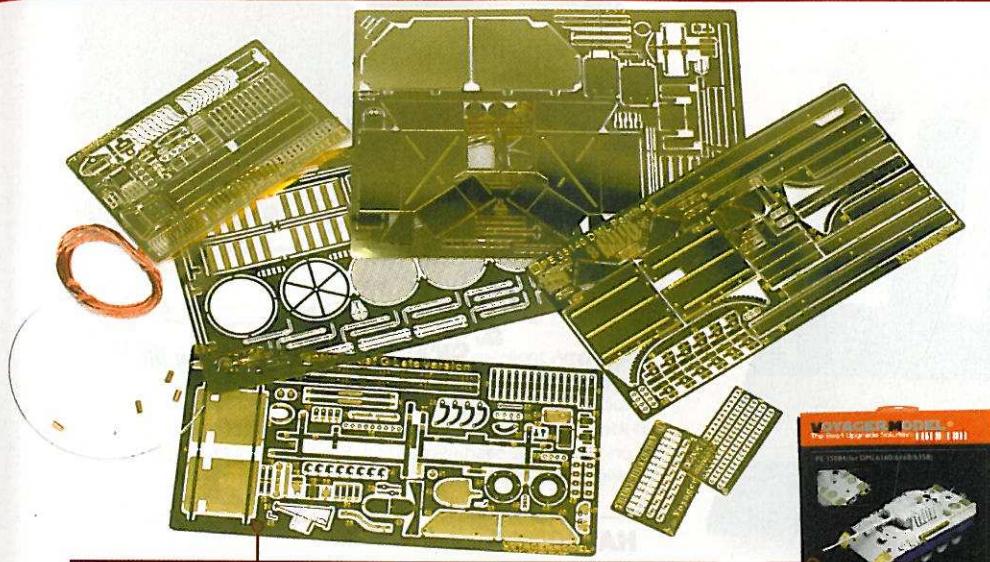
AR35243 1:35 DUKW INSTRUMENTS, PLACARDS AND MISC STENCILING

AR35244 1:35 BEF MATILDA II MK 1 (GREYNA) FRANCE 1940

Available from www.archertransfers.com or www.historex-agents.com in the UK

10/10 - *the Editor*





VOYAGER MODEL

1:35 ETCHED BRASS DETAIL SETS

PE35084 PANTHER AUSF A FOR DML 6160/6168/6358

PE35111 20MM FLAK 38 FOR DML 6288

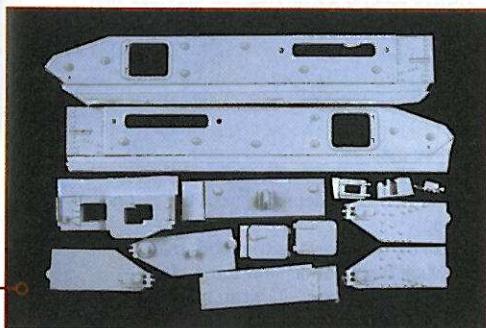
PE35140 PANTHER G FOR DML 6268/6370

These Voyager sets are very comprehensive. The Panther sets for example include new rear hull bins, multi part front fenders, copper tow cables, engine grilles and all the other fixtures and fittings to superdetail the kit. I liked the fact that the two shaped brackets that hold the towing clevises in place have been included as sections of brass tube with pre-drilled retaining pin holes, to me this shows just how much thought Voyager have put into these sets. Just a personal point of view is that the set for the G has been designed for the 'Smart Kit' which has been specifically designed to do without too much etched brass, following feed back from modellers complaining the kits were getting too complex!

The set for the tiny flak 38 will certainly keep you busy for a while, this set includes a complete set of gunshields all of the stowage bins and new mesh basket for the spent cartridge collector. I suppose it wouldn't be a complete set without the mesh, but I thought the pre-formed brass mesh included in the Dragon was a great idea and could see no need to replace this part.

Available from www.voyagermodel.com

9/10 - The Editor



INTERNATIONAL MODEL ASIA

1:35TH CHURCHILL UP-GRADE COMPONENTS

This is simple little set to help you to back date your venerable old Tamiya MKVII to, I believe, a vehicle from a MKIII to MKVI? The packaging doesn't actually tell you what specific MKs but it contains amongst other things new side sponson pieces that have the square side door which would mean it is pre MKVII.

The cleanly cast, bubble free light grey resin pieces are either direct replacements for the Tamiya kit parts or require a small amount of surgery to change kit sections. There is also no new turret but there are a few out there produced by other aftermarket companies, so hopefully by combining this set with another you can achieve the tank you want.

Available from www.friendshipmodels.com

8/10 - Graeme Carruthers



ROYAL MODEL

1:35 STURER EMIL DETAIL SET

ITEM NO.481

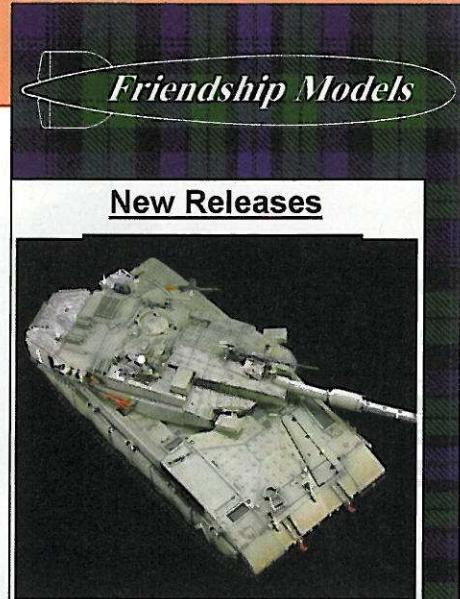
When Royal Models produce an update set we know it will be an excellent set full of useful parts that will genuinely enhance the model and not be destined for the spares bin as we find many of the parts are no better than the bits they are designed to replace.

One of the things I like best with these Royal Models sets is that they realise not everything can be produced in etched brass alone, so wisely include parts in resin as well.

If you have the urge to detail your Sturer Emil then this is the one to get. One last point is that these Royal Model sets can be rather expensive but if this cost is offset against how cheap the Trumpeter kit is, it helps keep the overall costs down.

Available from www.sbmmodels.net

9.5/10 - The Editor



New Releases



Legend Productions 1/35th

LF1146: IDF Merkava Mk.3 BAZ, Full kit.....£89.99
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Formations Products 1/35th

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F083: Early M4 VVSS Suspension Track Skids£3.99
F084: M50 Sherman Turret£24.99

Formations Products 1/48th

F081: US WWII Headlights And Lenses£2.99

Dougs Original 1/35th

35C01: DAK Panzer Crew Set.£23.99
Tasca 1/35th

35014: US Jerry Can Set.....£7.99

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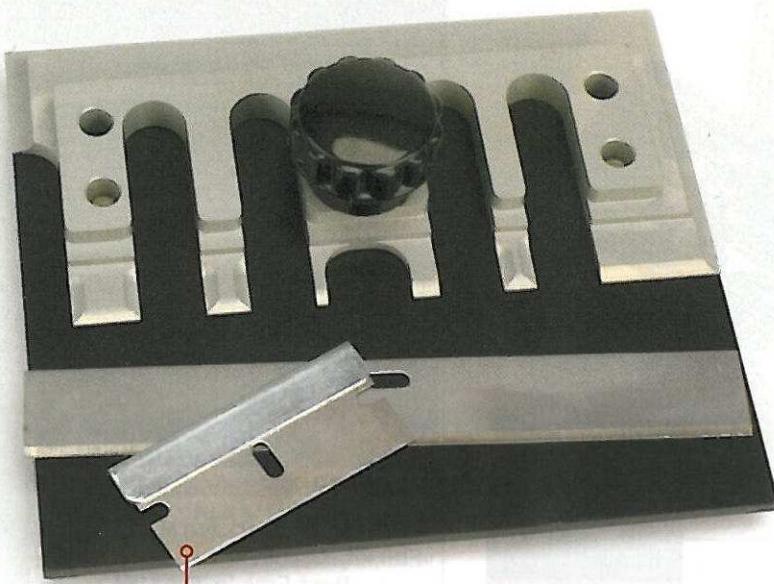
Web: www.friendshipmodels.com

Ebay Shop:

<http://stores.ebay.co.uk/Friendship-Models>

Visitors to premises by appointment only.





HOLD AND FOLD

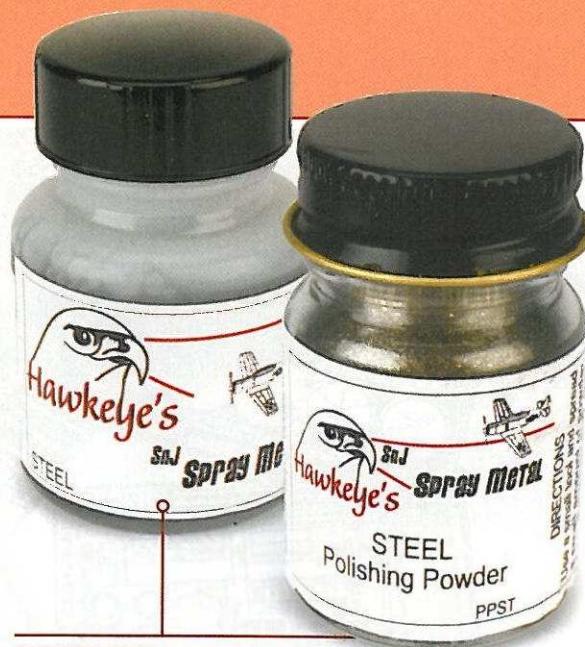
4 INCH HOLD AND FOLD ETCHED BRASS FOLDING TOOL

Of late there has been an influx of etched brass folding tools from several different companies, but if I'm correct the Hold and Fold was the first on the market. This 4 inch (10cm) version has been machined from aluminium and comes with a central clamping knob. The top plate is designed to be rotated through 180 degrees allowing the straight to be used for folding longer pieces of etch. The other edge features various width protrusions perfect for folding unusual or complex shapes. Two sharp steel blades are included to fold the etched parts by being slid underneath and levered upwards. Unfortunately no groove is included in the Hold and Fold, which I think really helps offer a positive location for the blade to aid with precise folding.

Overall if you are a keen user of etched brass sets, then a tool such as this Hold and Fold really is a necessity.

Available from www.cammett.co.uk

8/10 - The Editor



HAWKEYE'S

SnJ SPRAY METAL

STEEL SPRAY METAL STEEL AND STEEL POLISHING POWDER

Having covered the rest of these metal finish powders and paints in issue thirteen's Last Post, we have now received the latest edition, Steel. The finish which can be achieved using these products is incredible, and they have been a firm favourite with aircraft modellers for many years. Perfect for items such as helicopter jet pipes and German shell cases which were produced in steel as supplies of brass ran out during the final years of WWII. Polished metal road wheels will also really benefit from Spray Metal finish as well.

The only reason I will not score this excellent product 10/10 is that you will need an airbrush to apply it.

Available from www.cammett.co.uk

9/10 - The Editor



TANK WORKSHOP

1:35 .50 CAL AMMO CAN FOR QUAD FIFTY

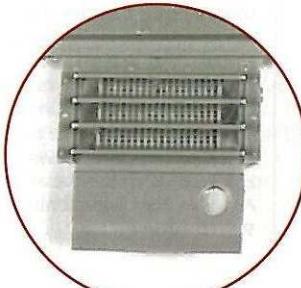
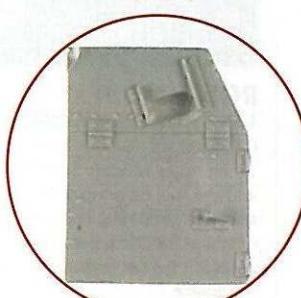
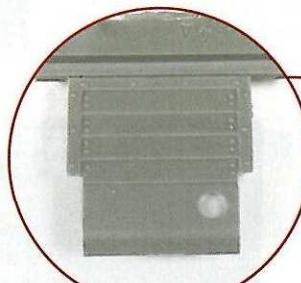
ITEM NO. TWS 1005

This set consists of 12 highly detailed resin ammo boxes designed to replace the rather basic items supplied in the Tamiya M16 MGMC kit.

These are a vast improvement on the original kit parts, with the added bonus of offering extras to help stow out the M16.

Available from www.tankworkshop.com

9/10 - The Editor



TANK WORKSHOP

M2/M3 FRONT BODY UPDATE (TAMIYA KIT)

ITEM NO. TWS0037

The upgrade provided by Tank Workshop is not only for the M2/M3 but also the M16 and M21 as stated by the manufacturer. All the resin is loosely packed in a Zip bag with a three page A4 colour instruction leaflet enclosed, some of the smaller detail parts in my upgrade had detached from the casting block.

Detail on such parts as the tools, map stowage boxes, doors and some of the smaller parts is good (but can be tweaked even further) The detail is as good as the Dragon kit and far superior to the Tamiya kit that the upgrade is designed for. So far the listed parts will have an instant visual effect on your Tamiya halftrack and that is why we buy them.

Now for the not so good points, the windscreensurround, front armour shield, radiator cover with flaps open and closed and the left and right forward body panels all show signs of resin flash and warpage. The upgrade does offer the modeller an added boost to the aged Tamiya kit but a lot of resin is destined for the spares box.

Available from www.tankworkshop.com

6.5/10 - Ian McGonagle

CROMWELL MODELS

COMBAT READY

1:72 AMERICAN M4 HIGH SPEED TRACTOR

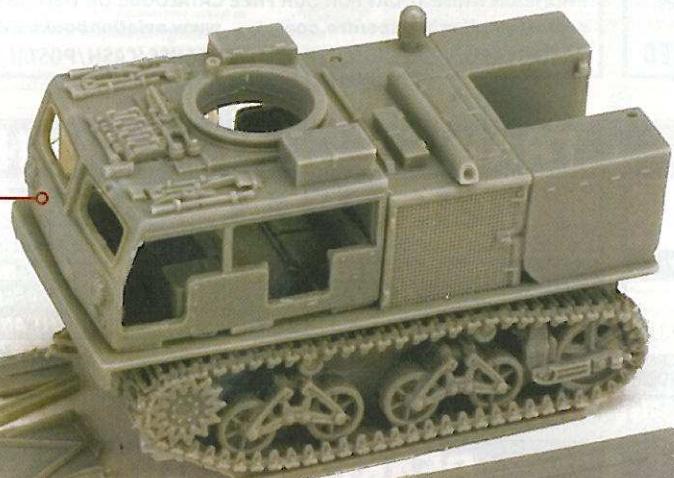
ITEM NO. A32

Consisting of only eleven parts to make up the tractor and 30 ammunition projectiles this really will be a five minute build. As usual the casting is flawless and the incorporated detail is first rate. Due to the complexity of the casting some resin flash will have to be removed from around the running gear and the cab windows and doorways.

Comparing this diminutive model with the excellent Ampersand Publishing book by David Doyle (and some guy called Pat Stansell), Cromwell really have produced an accurate and simple to build model of this cool looking artillery tractor. The only drawback is that as with all the Combat Ready range I have seen so far no instructions are included, so some care will be needed to get the parts all in the right place.

Available from www.cromwellmodels.com

9.5/10 *The Editor*



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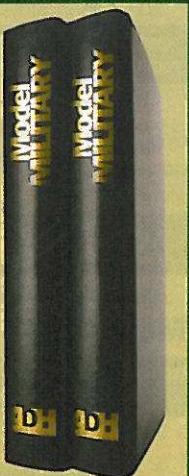
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MIG PRODUCTIONS

1:35 BIG CONCRETE BARRIERS (IRAQI MILITARY TYPE)

ITEM NO. MP 35-276

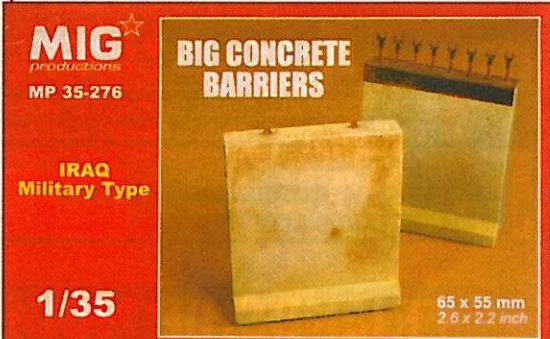
We have seen modern barriers of various types from a number of manufacturers of late, and thanks to Mig Productions we have now have barriers used by the Iraqi military. Included are two perfectly cast resin concrete sections, which incorporate a very realistic and subtle texture (no dental burr finish here). The sections are topped off with two different upper sections, one featuring metal projections to deter climbers while the other is a plain top with two re-bar lifting loops.

Some sawing and the tiniest amount filling will be required to remove the casting plugs and blend the upper sections to the main wall parts.

Another imaginative product perfect for helping to decorate a very topical Middle East diorama.

Available from www.migproductions.com and distributed in the UK by www.creative-models.co.uk

10/10 - *The Editor*



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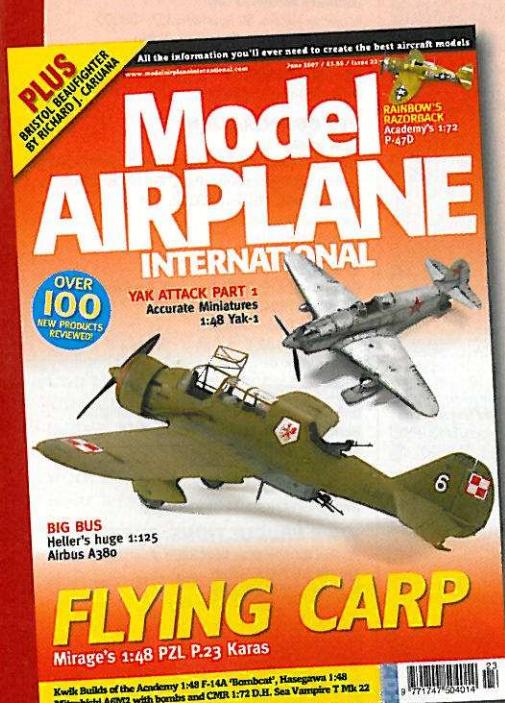
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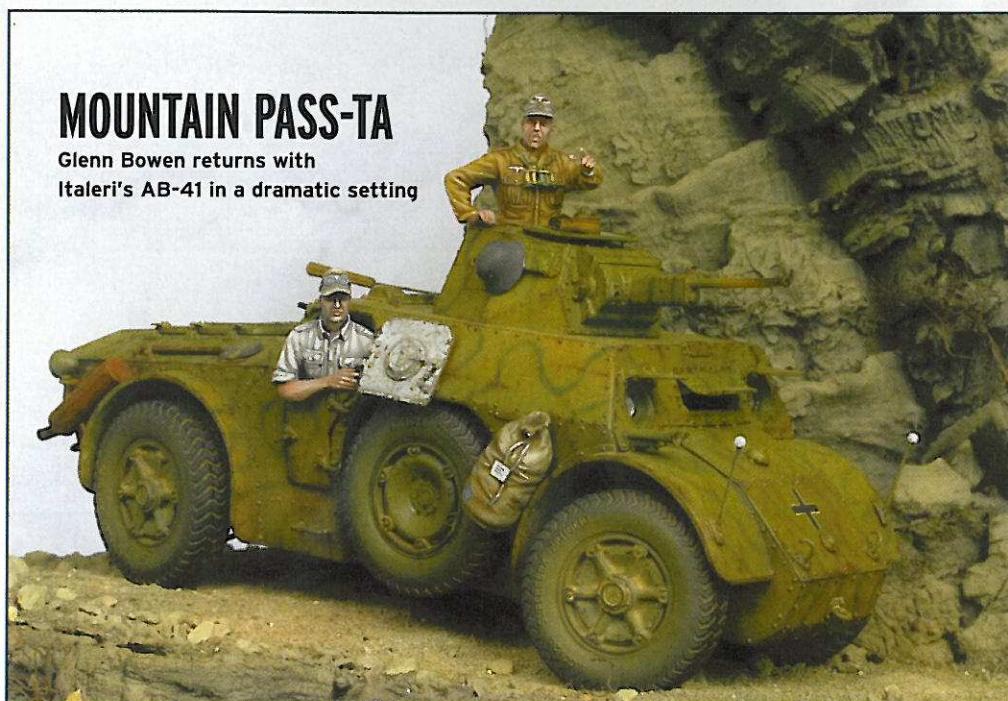
SCHLEPPING ALONG

Rhodes A. Williams joins MMI with his amazing Mini-Art Studios Land Wasser Schlepper (LWS)



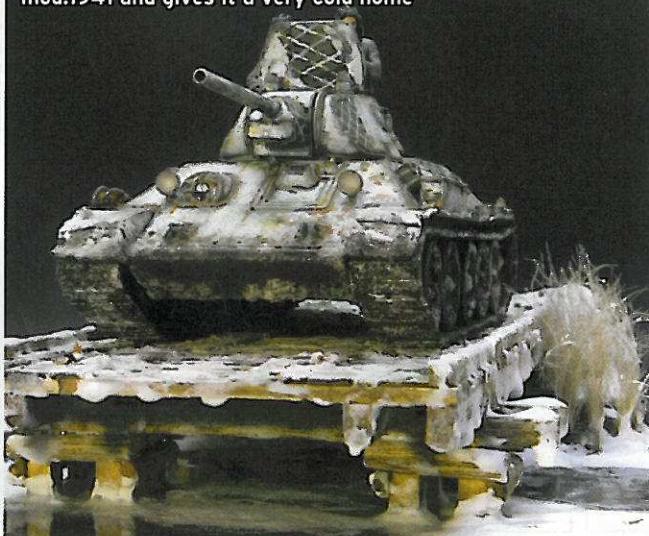
MOUNTAIN PASS-TA

Glenn Bowen returns with Italeri's AB-41 in a dramatic setting



FROZEN CROSSING

Henry Liu builds Dragon's T34/76 mod.1941 and gives it a very cold home



FOR YOUR SAFETY



Don't forget, when using solvents such as glues, paints, thinners and cleaning agents, always ventilate your work area thoroughly and wear a face mask.

When using power tools, side cutters or any tool that can suddenly break or create high-speed airborne particles, wear approved eye protectors with hard, clear lenses. Please always model in safety!

Due to many influencing factors, we cannot guarantee the appearance of the above projects, but we'll try our best!

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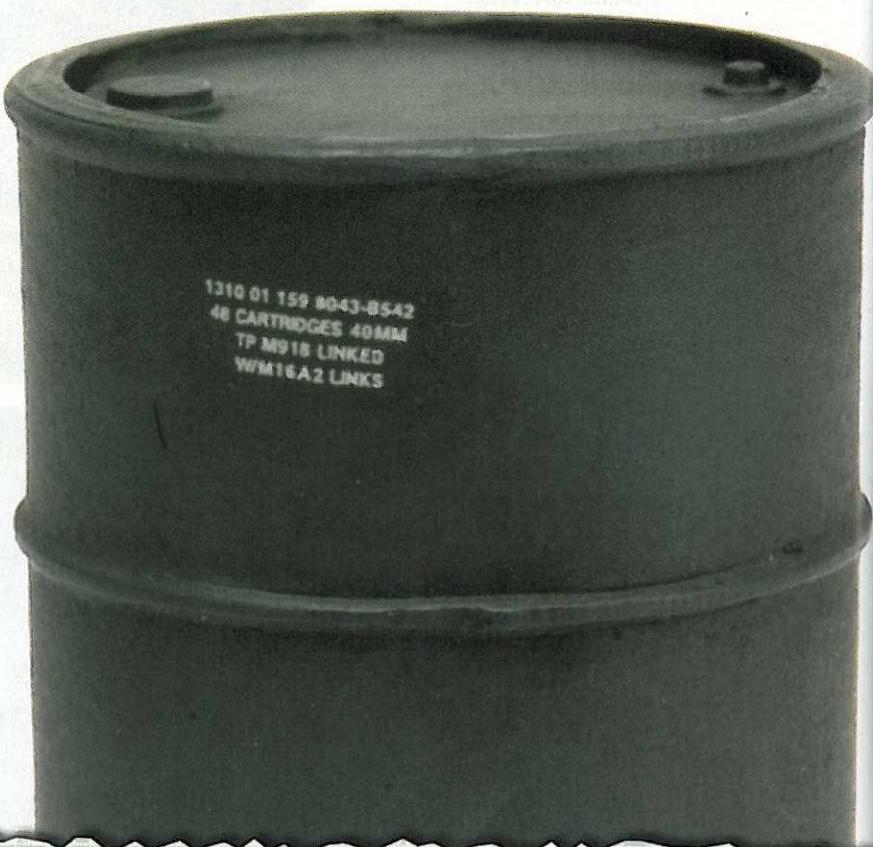
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APPLYING WATERSLIDE DECALS

Applying water slide decals can often make or break a model. Here is a quick and safe way of applying small decals, without fear of the dreaded 'silvering' or the carrier film showing.

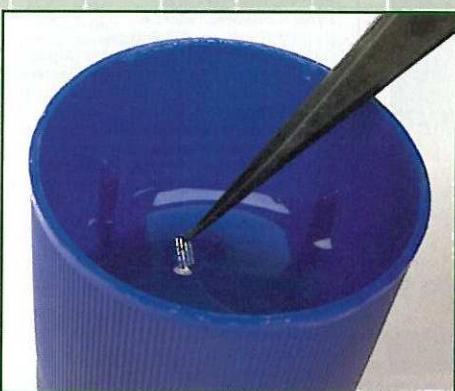


Soak the decal in water until it can be slipped away from the backing paper. This decal was chosen because it has lots of clear carrier film, often the worst culprit for 'silvering'.

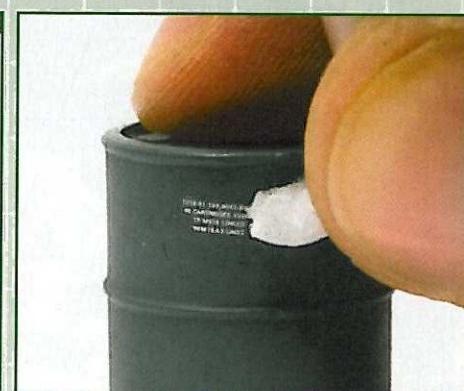


Apply Johnson's Klear to the area where the decal is to be applied. For smaller areas a brush is ideal, but if the entire model needs glossing, an airbrush is best.

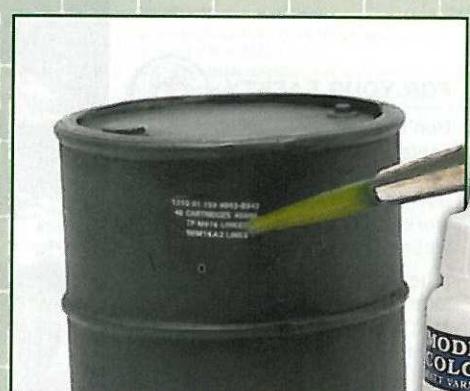
To remove the excess water from the decal, use the back of an index finger!



Dip the decal into the Johnson's Klear, then remove the excess from the outer face of the decal only.



Using some suitable cloth or kitchen roll, gently press the decal into place and wipe away any remaining Johnson's Klear.

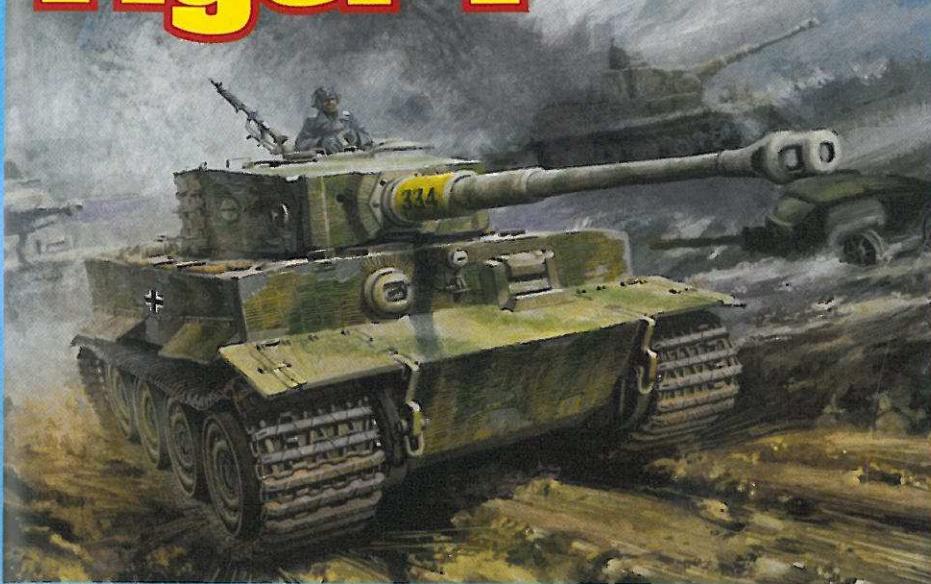


A final coat of matt varnish and we have a perfectly applied decal (well apart from the fact I didn't get it on straight!)

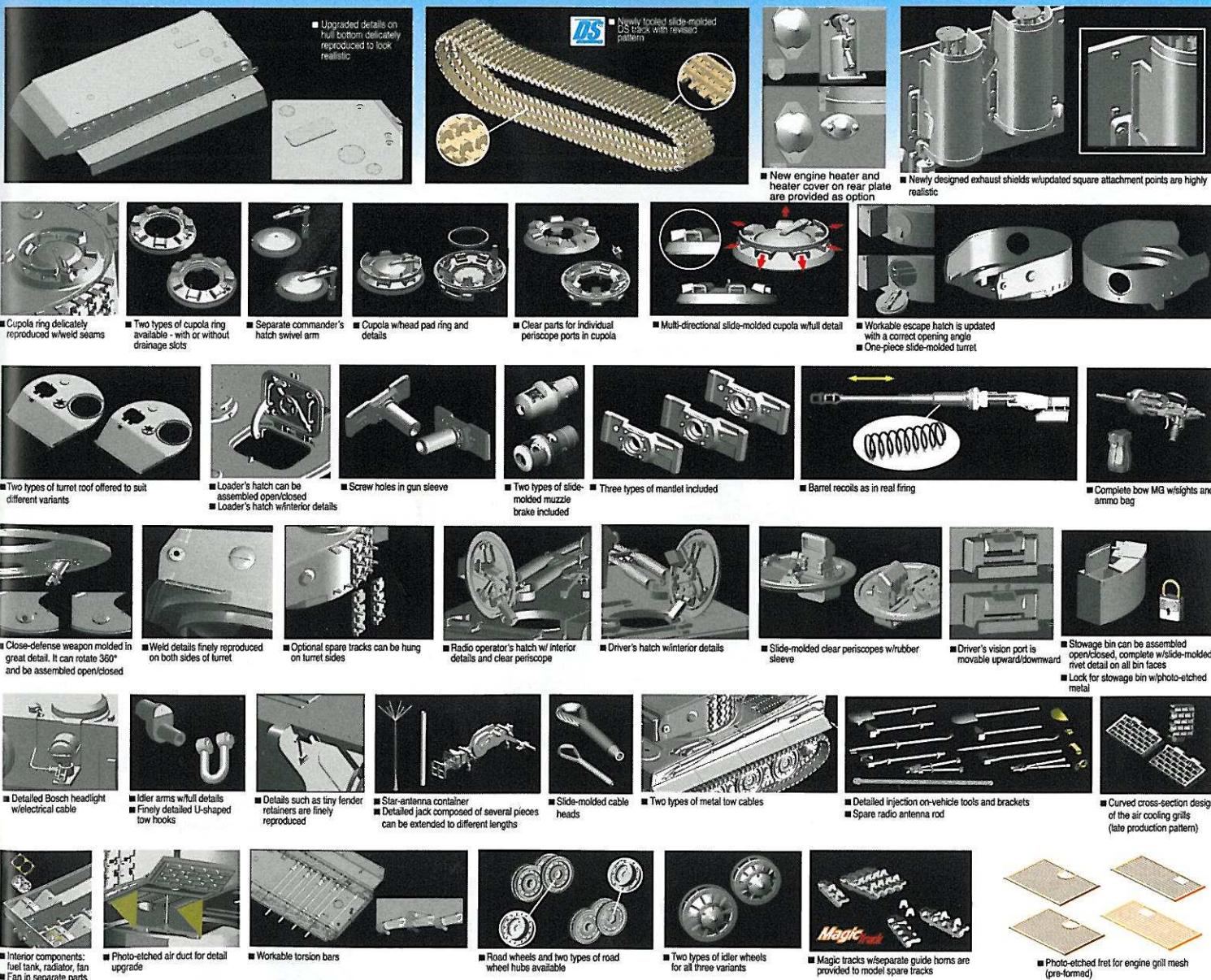
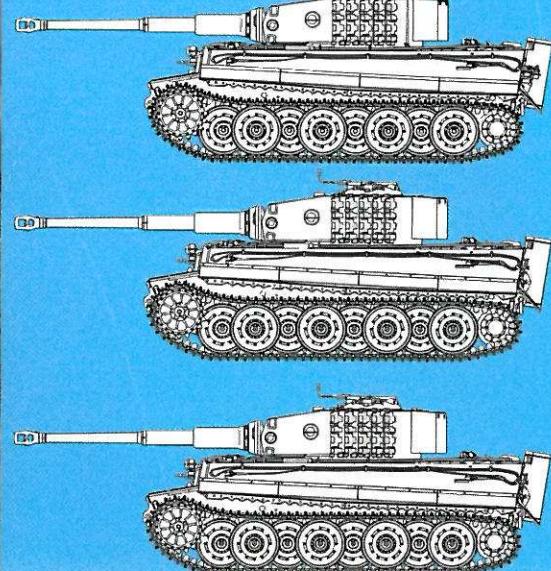


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Tiger I Late Production



3 in 1





Airplane model and accessories not included.

WORKHORSE OF THE U.S. ARMY

1/48 U.S. 2.5 Ton 6×6 Cargo Truck Item 32548

Tamiya understands that military modelers seek variety in their projects and as many options as possible when creating dioramas. To that end, we have continued to add not only tanks, but also a wide range of support vehicles to our 1/48MM series. We now present the rugged and versatile 1942 model 2.5 ton truck, which served in all theatres of WWII and was truly one of the unsung heroes of that conflict. Featuring the amazing detail and weighty

die-cast chassis that are hallmarks of our 1/48 series models, the "deuce and a half" is perfect for posing alongside same-scale airplane models. Cabin top features realistic canvas texture and can be removed even after assembly. Realistic suspension parts have been designed for easy assembly. Tail gate can be modeled in open or closed position, allowing depiction of a number of different situations. Kit includes driver figure and 2 sets of markings.



1/48 WWII German Tank Crew Field Maintenance Set (32547)

This extensive figure and accessory set includes 9 figures engaging in various tasks such as maintenance and ammo loading. Set comes with a variety of parts depicting tools, workbench, step ladder and 4 different kinds of tank shells and ammo crates. Use this set with any of our large lineup of 1/48 MM German vehicles to add more life to your display.

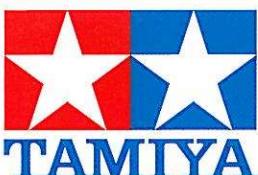


1/48 Russian Heavy Tank KV-1 w/Applique Armor (32545)

The formidable Russian KV-1 tank was more than a match for its foes, until the introduction of more powerful German armor lessened its advantage. To upgrade its defensive power, additional armor plates were bolted onto the hull and turret. Applique armor plates feature realistic hex bolts. Tank comes with 4 types of markings, including slogans painted on turret.

More 1/48 MM Items Are On the Way!

Upcoming 1/48 MM Series releases include the British Crusader Mk.III Anti-Aircraft Tank Mk.III (32546) and the German Steyr Type 1500A/01 (32549). The AA Crusader features open-top turret with impressively detailed interior, while the Steyr adds one more light support vehicle to our selection of German military hardware.



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